BOMBAY COURIER.

[PUBLISHED TWICE A-WEEK,—EVERY SATURDAY AND TUESDAY MORNING.—PRICE 13 RUPEES PER QUARTER].

SATURDAY, 20 DECEMBER, 1834. [NO. 2397

HOMAS'S CHURCH.

sday next, being Christmas Day, will be Divine Service in this church, renoon, at 11 o'clock, and after the rmon, a Collectiou will be made, as usual, r the benefit of European and other Poor.

HENRY JEFFREYS,
SENIOR CHAPLAIN.

Bombay, 20th Dec. 1834.

Pursuant to directions from His Excellency Vice Admiral Sir JOHN GORE, K. C. B., *the Naval Commander in Chief in the East Indies.*

NOTICE is hereby given, that on Wednesday, the 18th day of February next, His Majesty's Ship ARROGANT, in this Harbour, with the unserviceable stores hereinmentioned, on board the said Ship will be put up to public sale at this Yard.

		feet.	*In.*
Hull of the Arrogant.	Length on the Lower deck	137	0
	of Keel for tonnage	114	0
	Breadth extreme	37	0
	Depth in hold below lowerdeck	13	6
	Burthen by admeasurement	830 tons	
	Draft of water with 548 Tons of Dead weight now on board..	Feet 15	In. 9

The Vessel is about 30 years old, built of Timber having all the fastenings of Bolt Iron and Nails.

The bottom of the vessel is sheathed with Teak plank, fastened with Copper Nails up to 3 feet 10 inches above the present water line, or 19 feet above the Lower side of the keel upon which wood sheathing, is a sheathing of Copper to the same height.

A roof of trussed frame work and weather boarding is built over the vessel.

Guns, unserviceable English and Foreign.	68 Pounder	...	4	in No.	tons.ct. qr lbs. about 240, 8, 2, 14
	42	——	6	" "	
	36	——	1	" "	
	32	——	21	" "	
	24	——	3	" "	
	12	——	52	" "	
	9	——	3	" "	
	6	——	70	" "	
Howitser Iron 5 Inches.			1	" "	
Shot unserviceable.	42 Pounds	...	107	in No	tons ct. qr. lbs about 72, 3, 1, 10
	32	——	1720	" "	
	24	——	960	" "	
	18	——	1440	" "	
	12	——	2070	" "	
	9	——	1720	" "	
	6	——	28	" "	
Double Headed			93	" "	

The purchaser will be required to pay immediately, a deposit of twenty-five pounds per cent, on the value of the Ship and Stores when knocked down, and the residue of the purchase money in thirty days from the period of sale. The purchaser must enter into an agreement to remove the ship out of this Harbour as soon as practicable after the final payment of the purchase money.

The *Arrogant* when sold, will be supplied from this Yard, with an anchor and Cable of any size and weight, if required, on payment being made for the same. If the purchaser should desire to break up the *Arrogant* in this Harbour, there will be no objection to his doing so in such situation as the Colonial Master Attendant at this port will point out.

His Majesty's Naval Yard, Trincomallie, 13th October, 1834.

(Signed) S. S. CURGENVEN,
Naval Officer.

SECOND BOMBAY LAUDABLE SOCIETY.

THE half yearly Subscription to the above Institution, falls due at our office on the 1st Proximo.

W. NICOL, and CO.
Secretaries and Treasurers.

Bombay, 20th December, 1834.

ALL Persons having demands on WM. NEWNHAM, Esq. returning to England, are requested to prefer them forthwith.

Bombay, 20*th December,* 1834.

NOTICE.—All persons having demands on Lieut. Colonel J. H. DUNSTERVILLE, proceeding to England, are requested to prefer them forthwith to NOWROJEE COWASJEE, at the Clothing Office.

A CARD.

MR. HENRY FAWCETT, and MR. THOMAS WINGATE HENDERSON, have been this day admitted Partners in our establishment.

REMINGTON AND CO,

Bombay, 5th Dec. 1834.

BILLS ON LONDON.

BILLS of the *Royal Bank of Scotland,* at 30 days sight, on COUTTS and CO. of London, may be had on application to the undersigned, in setts of £50, £100 £150, £200, £300, £400, and £500, at the Exchange of 1s. 10½d. per Bombay Rupee, until further notice, and from parties at Outstations, remittances on the Civil or Military Pay offices of Bombay will be received in payment thereof.

RITCHIE, STEUART and CO.

Bombay, 20*th December,* 1834.

FOR SALE—No. 16, of the QUARTERLY ARMY LIST.—Price Rupees 3.

ADVERTISEMENT.

APPLICATION having been this day made to the Supreme Court of Judicature at Bombay, that Probate of the last Will and Testament of WITTOBA BALLAJEE, late of Bombay Hindoo, Inhabitant, deceased, should be granted by the said Court to CANNOBA BALLAJEE, sole Executor named in the said Will of the said deceased, all persons concerned therein, are hereby apprized thereof. —Dated this 18th day of December, 1834.

J. P. LARKINS,
PETITIONER'S PROCTOR.

ज्याहार खबर.

कैलासवासी वीठोबा बाळाजी मुंबईकर हिंदु याचे सेवटचें मृत्युपत्रा चा आकत्यार घ्यावया करीता आज रोजा मुंबई जुडीकेटरचे सुप्रीम कोर्ट उतांत कानोबा बाळाजी याचें नाव हेंच कैलासवासीबे मृत्युपत्रांत लीहून एक वकील नेमीला आहे त्याणें आर्ज केला आहे कीं आह्मास द्यावें या बाबद जेकोणा समंध ठेवीत आसतील तर त्यास जाणव्हावें ताा १८ बी डीसेंमबर सन १८३४.

जे. पी. लारकीन्स,
आरज करणाराचा

ADVERTISEMENT.

In the matter of the last Will and Testament of TRIMBUCK BAPSIA Dalvie, late of Bombay, Hindoo, deceased.

Application having been made to the Supreme Court of Judicature at Bombay, that Probate of the last Will and Testament of the said TRIMBUCK BAPSIA Dalvie, may be granted to PANDOORUNG GUNPUT Dalvie, of Bombay Hindoo, merchant, and one of the Executors named in and appointed by the said last Will and Testament, all persons concerned, are hereby apprized thereof, Dated this 19th December, 1834.

HENRY ALDERSON WOODHOUSE,
Petitioner's Proctor.

जाहीर खबर.

कैलासवासा मुंबईकर हिंदु त्रोबक बापशा दळवी याचे सेवटचे मृत्यु पत्रा बाबद

हेच त्रोमबक बापशा दळवीचे शेवटचे मृत्यु पत्राचा आकत्यार घ्यावया करीतां मुंबई जुडीकेटरचे सुप्रीम कोजतात पाडुरंग गणपत दळवी मुंबईकर हिंदु वेपारी व सेवटचे मृत्यु वत्रांत नेमलेला वकीलांतला एक वकील त्यानी आर्ज केला आहे की आह्मास द्यावें या बाबद जेकोणी समंध ठेवीत असतील त्यास जाणव्हावें.

ताा १९ डीसेंमबर सन १८३४.

हेनरी आलडरसन उदावुस.
आरज करणाराचा वकील.

NOTICE is hereby given, that sealed Tenders (post paid) accompanied by Samples (carriage paid) for the supply of the following Wine and Spirits, for the Regimental Canteen of His Majesty's 4th Light Dragoons, for a period of twelve months, commencing on the first day of February, 1835, and ending on the 31st day of January, 1836, will be received by the Quarter Master on or before the 12th day of January next.

Port Wine.....Per dozen.
Cognac Brandy.....Per gallon.
Jamaica Rum.....Per do.
Hollands Gin.....Per do.

The above to be delivered at Kirkee—free of all expense—in such quantities as may from time to time be required, and to be at risk of the contractor till compared and passed by a committee.

Inferior qualities will not be taken, and no deviation from the sample will be permitted.

Kirkee, December, 1834.

TO be let—The upper-roomed House in Rampart Row, lately vacated by Mr. DEVITREA. And ditto in Military square. Apply to Messrs. J. and M. NOWROJEE.

Bombay, 19*th December,* 1834.

ADVERTISEMENT.

NOTICE is hereby given, that the Supreme Court of Judicature at Bombay, hath granted letters ad Colligenda Bona of BEBEE AMBER COOVER, late of Bombay MAHOMEDAN, deceased, to WILLIAM FENWICK, Esq., Registrar of the said Court, all persons concerned therein, are hereby apprized thereof.—Dated this 10th day of December, 1834.

H. E. SOUTHOUSE,
Proctor.

اشتہار

خبر واوہ می شوود کہ از سوپریم کورت

معنی وکالت این قسم (لیترس

اوکولے جندربونہ) زنے مرحوم

از قوم مسلمان بے بے عبر قونور

واوہ شدہ ولیم فینوک اسکویر

کہ رجستر سوپریم کورت منبی است

ہمہ کسان ویرا معلوم کردد ما دیسمبر ۱۸۳۴

بچ ئی سوت ہوس وکیل

CHRISTMAS PREPARATIONS,

LEGGETT AND CO., take this early opportunity of suggesting to their customers and the public, that all orders for PLUMB CAKES should be forwarded to them by the evening of the 23d, and for MINCE PIES and other PASTRY, by 9 o'clock on Christmas Eve.

Bombay 20th December, 1834.

FOR Sale by Public Auction, by Messrs. FRITH, BOMANJEE AND CO., on Monday, the 22d December, at 4 P. M.

The Schooner, "*Nowroze,*" 40 Tons burthen, or thereabouts, as she now lies in the "Basin" at Mazagon, with all her Masts, Yards, Rigging, Stores, &c., particulars of which may be had of the Advertizers on application.

Nesbit Lane, 20th Dec., 1834.

ON MONDAY, the 29th instant, at 11 P. M. Messrs. FRITH, BOMANJEE, AND CO., will sell by public Auction, at his Residence "Breach Candy," the Household Furniture and Property of *Dr. Kemball.* Particulars of which will be fully set forth in Catalogues, to be had of the advertizers, and on the Premises, on and after Wednesday next, the 24th Instant, when the Property may be viewed.

At 4 P. M. on the 29th Instant, (day of sale) they will put up the residue of the Lease of the Dwelling House, and Grounds now occupied by Dr. K. which is one of the most delightfully situated on the Island.

FOR Sale—On Wednesday, the 31st of December, (being the last sale of this year) An Invoice of superior Saddlery by "*Mirlees*' consisting of Hunting Saddles, Plain and Shafto Military and Lady's Ditto, Racing ditto, Chariot and Buggy Harness, with a numerous assortment of spare Articles, such as Bridles, Stirrup Leathers, Saddle Cloths, Girths, Combs and Brushes, &c. &c. &c.

The Sale will take place at the Rooms of Messrs. FRITH, BOMANJEE AND CO., on the above date, at 11 A M. and all outstation orders will meet prompt attention if accompanied by a reference for payment.

Nesbit Lane, 20th Dec., 1834.

FOR Sale on Commission—A Grey Saddle Horse, rising 6 years, price 450 Rupees. Further particulars can be known on application to FRITH, BOMANJEE AND CO.

FOR SALE—The property of E. E. ELLIOTT, Esq. C. S., a Chesnut, Lady's Horse; has carried a Lady for three or four years; price 600 Rupees.

ALSO,

A Madras built "Tonjon" in good order' price Rs. 175. Cost when new nearly double that sum. Apply to Messrs. FRITH, BOMANJEE AND CO.

FOR sale—The property of Major LEIGHTON, 14th N. I. proceeded to Sea,

A high Caste "Nujdee Arab." Color Grey, height 14 3 up, 4½ year old; has been used as a Charger or Parade Horse. Price Rupees one thousand. Apply to Messrs. FRITH, BOMANJEE AND CO.

JUST arrived—A fresh assortment of Procter's Snuffs, as under—Prince Regent's Mixture, Lundy-foot,' Dr. Ruddiman's mixture, Hardham's do, Scented Rappee, Imperial Black, Tobac De Strasburgh, Macoubah, &c. &c. Apply to YATES AND CO.

FOR Sale—The Bay Horse Paganini, the late property of Lt. C. MANT, is for sale at the low price of Rupees 500.

Two neat Bay Arab Horses one 4, the other 6 year old.—Apply to YATES AND CO.

FOR SALE ON COMMISSION.

YATES AND CO., have received for Sale at reduced prices, the following Millinery:—Children's Tambourined frocks, Gingham, white worked walking frocks, Ladies' worked robes, Children's Jaconet collars, Ladies' Book ditto, ditto with Santoies, Ditto Habits, Book Muslin do. Ladies new Cravat net Habits, Pelerines, Baby's Caps of sorts, edging and book Muslin flower work, Ladies Fichusettes, &c. &c.—Terms—ready money.

Meadow Street.

NOTICE.—On Monday next, the 22d Dec., YATES AND CO. will sell by public auction at the Custom House Warehouse, 10 Puncheons and 50 Hogsheads of D. Dunbar and Son's Brandy; the duty to be paid by the purchaser, and the lots to be cleared away within 20 days, or the Brandy will be removed to the Auction Room of the Advertisers and resold at the first purchaser's risk. Further particulars at the time of sale, which will commence at 12 o'clock.

SALE BY AUCTION.

BECK AND CO.—On Tuesday next, 23d instant, will put up for public sale, at their Rooms, and for the most part dispose of without reservation, the undermentioned goods, viz An Invoice of Perfumery, medicines &c. comprising spirits of Hartshorn, in large stoppered Bottles, Essences of Ginger and Peppermint, Brandy Bitters, Macasser and Russia oils, Pomatum, Seidlitz Powders, Hair Powder, Dentrifice, Rhubarb in small bottles, &c., spare Sadlery, consisting of Girths Stirrup Leathers, Surcingles, Martingales, Headstalls, Reins, Saddle Cloths, body Rollers &c., about 200 smoked Venison Hams, 20,000 Quills, 50 Reams of Letter Paper, a batch of Alsopp's, and Hodgson's pale Ale, well up in bottle, a few pieces of Welch Flannel, about 500 Copies of various Persian workss neatly, covered, a few dozens of French Liquers, Sundry other Wines and Liquors, a great variety of useful Furniture appertaining to different Individuals and Families giving up Housekeeping and proceeding Home, and at 1 P. M. if not previously sold. a capital young Arab saddle Horse, without vice or blemish, and any other Cattle and Vehicles that may offer.

Forbes Street, 20th December, 1834.

FRESH MANILLAS.

BECK AND CO., have pleasure in announcing that they have just received a small batch of the abovementioned Cigars, of a very superior quality, and at a moderate price.

B. and Co., also solicit attention to a small quantity of prime York Hams, Berkley and Chedder Cheeses, the latter being large it is disposable in quantities of not less than 5lbs.

Forbes Street, 20th Dec., 1834.

COMMISSION GOODS.—BECK and Co. respectfully invite public attention to the undermentioned Articles, just received for sale on commission, viz:—Sacred annuals—handsomely bound in velvet, Russia Leather, Writing Desks, do. Portable Dressing Cases, Bibles and Prayer Books of sizes—bound in Calf and Morocco, Russia leather pocket Books and Sewing cases, Prayer Books and Testaments, bound together in Morocco with Silver Clasps, Hood's Comic Annual, the Amulet, Friendship's offering, the Keepsake, the Gem, Landscape Annual, Cruickshank's Comic Illustrations, sundry Juvenile Books, Conversation Cards, Music and Sketch Books, elegant Albums, Blank account Books of sizes, Sacred Annual Illustrations fitted in frames, colored Tissue Paper, Solid Mahogany Writing Desks, some of Montgomery's Select, separately, in boards, and various other articles, too numerous to detail.

Forbes Street, 20th December, 1834.

TO SPORTSMEN.

BECK and Co., beg to announce the receipt of a few double and single barrelled Percussion Fowling pieces, from the celebrated Wilkinson and Son; highly deserving the attention of Sportsmen.

Forbes Street, 20th December, 1834.

PRIME SODA WATER.

THE Undersigned beg to intimate, that they are now manufacturing the above article with new and powerful machinery, lately imported, which enables them to produce it of a quality equal to any in the world.

Orders from Outstations, accompanied by remittance or reference for payment in Bombay, will be promptly attended to.

SPRAGUE, FRITH and CO.

Bombay, 20th December, 1834.

TO BE LET—An upper roomed large House, situated at Maza gon, lately occupied by W. C. Bruce, Esq., entry immediately. Apply to FRAMJEE COWASJEE, at his Office, Hummum Street.

Bombay, 20th Dec., 1834.

ADVERTISEMENT.

THE existing contract for the Travancore Government Cardamoms, expiring with the present season, the Undersigned is authorized to receive Tenders for the ensuing crop, until the 1st January, 1835.

The quantity usually collected averages from 150 to 200 Candies annually; the weight of the candy being (600) six hundred English pounds.

The custom hitherto observed of separating the Cardamoms into classes, will in future be discontinued, and the whole quantity sold in the lump to the highest bidder above Rupees four hundred and seventy five (475) per candy—They will be packed in Mat Robbins, and shipped at the expense of the Government as usual.

The collection commences in February, and the whole quantity is deliverable by the 15th of May.

A deposit of Rs 25,000 will be required on acceptance of the Tender, to be forfeited in the event of the Cardamoms not being cleared from the Government godowns by the 15th May, the contract being then void.

Samples may be seen, and any further information obtained, by application to the Undersigned.

J. CALDECOTT,
Coml. Agent to the Travancore Govt.
TRAVANCORE COML. DEPARTMENT.
Alleppey, 24th Sept., 1834.

જાહેર•ખબર

શ્રી•તરાવેનકોરની•શરકારની•એલચીનુ•ઠેકરાકટ•કોલની•મોશમનુ•પુરૂ•થશે•તેથી•કેટલ•શકી•કરનારને•શતાકે•તે•ઉપરથી•નવી મોશમની•પેદાએશની•એલચી•વીશે•પરપોજલો•તારીખ ૧ લી•જાંનીવારી•શને ૧૮૩૫ થુધી•લેશે ❀

એ•માલનો•જથો•કમેશાંનાં•શરેશતા•પર માંણે ૧૫૦ તથા ૨૦૦ ખાંડીની•એવરેજ•એ ટલે•શરાશરી•ઉતરેકે•તે•દર•એક • ખાંડી• અંગરેજી ૬૦૦ રતલની•જાણવી ❀

એલચી•જાત•જાતની•જુદી•વીની•કાડવા નો•જે•શરેશતો•કતો•તે•કવેપકે•કાડી•નાંખે આકે•ને•બધો•જથો•એકદર•એકદમો•વધુ• કીમત•જેકોજ•રૂપીઆ ૪૭૫ એંકે•ચારશો • પનચોતેરથીબી•અડકો•લાવ•આપશે•તેને • વેચાતી•આપશે•ને•તે•માલ•શાદરાની•મુડા મો•બાંધી•વાકાંણ•ઉપર•શરેશતા•પરમાંણે• શરકારનાં•ખરચે•ચડાવી•આપશે ❀

આવતા•કેબરવારી•મહીનાંથી•જથાડો•ઉ પરથી•એલચીઓ•ઉતારવા•માંડશે•તે•તારીખ ૧૫ મી•મેએ•મહીનાંનીએ•બધી•રાશ•આ પેઆમો•આવશે ❀

જેનુ•પરપોજલ•કબુલ•થશે•તે•ધણીએ•૩ પીઆ ૨૫૦૦૦ અનામત•રાખવા•તથા•માલ તારીખ ૧૫ મી•મેએને•દીને•શરકારની•વ ખારોમોથી•નવી•ઉચકી•લઇજશેતો•તે•અના મત•રૂપીઆ•ચુકેતારીમો•જશે•તથા•કેતરા કટ•રદ•તથા•બાતેલ•થશે ❀

નમુનો•જેવો•કોએ•તથા•એ•વીશે•કાંઇ• પુછવુ•હોએતો•કઠલ•શકી•કરનારને•મલેઆ થી•અથવા•પુછેઆથી•માલુમ•પડશે ❀

જે—કાલકીકોટ
તરાવેનકોરની•શરકારનો•વેપાર• ખાતાનો•ચુમાશતો
શ્રી•તરાવેનકોરનુ•વેપાર•ખાતુ
આલપજ•તારીખ ૧૫ મી• શપતેમબર ૧૮૩૪

FOR Sale, at the Godowns of Messrs. MACVICAR, BURN AND CO., from the celebrated House of Messrs. MUMM GEISLER AND CO., of Frankfort, and Cologne,

Finest Brown Creaming Champaigne, in cases of 1 dozen each	Rs.	45 per doz.
Do. Hockheimer, vintage 1819, in two doz. cases, at	"	32 " "
Do. Scharzberger Mozelle, vintage 1827, in 3 dozen cases, at	"	28 and 35
ALSO,		
Brown's Cantenac Claret, received direct from the proprietors in 1, 3 and 6 dozen cases, at	"	18 " "
Cockburn and Co's Leith Sherry, in 6 doz. cases, at	"	24 " "
Superior Hollands from Messrs. William Smith and Co. of Rotterdam at	"	25 per case.

Church Lane, 20th Dec., 1834.

ON sale, at the Godowns of Messrs. REMINGTON AND CO., the following Wines of superior quality, from Messrs. TODD and BOSANQUET:—

Claret 2d growth	Rs.	25 per doz.,
Pale Sherry	"	26 per doz.
Ditto, in pints	"	14 per doz.

R. and Co. will register all orders for the above Wines to be supplied whenever the stock may be expended, from the first shipments they may receive, and will forward to TODD and BOSANQUET, orders for annual supplies of the above and other Wines for Individuals and Regimental Messes. The Shipping prices of all T. and B's. Wines may be known on application to R. and Co. who will receive payment on the arrival of the orders in Bombay.

FOR sale at the Godowns of Messrs. REMINGTON AND CO., superior *Phelan's* highly flavoured *Claret*, at Rs. 20 per dozen, in cases of 3 dozen each.

Bombay, 20th Dec., 1834.

FOR Sale, at the Godowns of Messrs. ADAM, SKINNER and CO., the following Wines, &c. at the annexed prices; viz.

Pitman's Sherry Pale, in 6 and 3 doz. cases	at	15 per doz.
Black's Pale and Brown do. in do. do. do.	"	15 do.
Ditto Pale in Pints, in 6 doz. cases	"	9 per do. pts.
Bell's do. in quarts, in 6 and 3 dozen cases	"	12 do. qts.
Sherry, from different Houses in Butts, Hhds. and Casks, from 400 to 500 per Butt.		
Pitman's Champagne in 3 doz. cases	"	25 per dozen
Ditto Port, ditto	"	15 do.
Ditto Pale Cognac Brandy, do.	"	15 do.
Black's Claret, in 3 dozen cases	"	18 do.
Ditto do. in Pints 6 do	"	12 do.
Destournell's Cos Claret, in 1 and 1½ doz. cases	"	20 do.
Gruaud Chateaux Lafitte, in one doz. cases	"	15 do.
Laffitte's Claret do	"	12 do.
General Palmer's Margeaux Old, in 3 dozen cases	"	12 do.
Do. do. new in 2 doz do	"	15 do,
St. Julien's Claret in one doz. cases.	"	12 do.
And also Superior Cognac Brandy, direct from France, in one doz. cases	"	17 Rs. do,

Terms—*Cash.*

Bombay, 20th Dec. 1834.

ON Sale at DIROM, CARTER AND CO'S. Godowns,

Hodgson's Beer, bottled in September, 1833 Rs. 6 per dozen.

Sherry, in wood, Rs. 350 at 650 per butt.

Do. in bottle, Rs. 14 at 20 per dozen.

Brandy, Rs. 3 per gallon.

Old Tom, at Rs. 10 per gallon, or Rs. 25 per doz.

Hollands, at Rs. 2 per gallon.

Champaign, at Rupees 50 per doz.

Hock, at Rupees 25 per ditto.

20th Dec., 1834.

FOR SALE OR HIRE AT POONA,

THE Tile roofed Bungalows, situated in the next compound to the old Post Office on the N. W. side. For sale for 5,500 Rupees, cash, or 6,000 in 12 months, by equal monthly instalments.

For hire by the year at 60 Rupees per month; the Tenant keeping up the garden, the proprietor repairing the House. For a less period 80 Rupees per month; keeping up the garden. For further particulars inquire of JANGEERJEE MANACKJEE, Poona, camp Bazar,

Bombay, 19th December, 1834.

A CARD.

NOTICE is hereby given—That Moonshee BENEERAM does still continue to publish the "*Aina-Secunder*," Newspaper, every Thursday morning, and distributes it to his Subscribers.

This Paper is peculiarly well adapted for improving young men in the Hindoostanee or "*Oordoo*" Language, at the same time affording interesting intelligence of every nature from different parts of India. The style and perfection of the Language has been much admired by persons who take pleasure in the literature of the East. The *Aina-Secunder* is printed at the printing press of the Bombay *Jam i-Jamsheed*, where papers continue to be issued at 3 Rs. per month.

Bombay, 20th December, 1834.

FIRST CALCUTTA LOTTERY, OF 1835.

FOR sale.—A few Tickets and Shares in the above Lottery. Apply to BYRAMJEE NUSSERVANJEE DATRA, at the office of Messrs Dirom, Carter and Co. at the following rates, viz.

Whole Tickets, at	Rupees	144.
Half.... ditto..	"	72.
Quarter.. ditto..	"	36.
One eighth, ditto.	"	18.

Terms—*Cash.*

The drawing will take place on the 2d proximo.

TO BE LET—The well known airy upper-roomed House, situated in Byculla, and at present in the occupation of *David Greenhill, Esq.* For particulars apply to DHACKJEE DADAJEE, at his Office, in the Fort.

Bombay, 20th December, 1834.

ADVERTISEMENT.

NOTICE is hereby given, that FATIMA BEBEE, ASSHIA BEBEE, and BHICOO BEBEE, daughter, widows, and Administratrix of ABDUL RAHIMON BIN GOOLAM MOIDEEN, Nalcandy, late of Bombay Mahomedan, deceased, agreed to Mortgage to NATHOO BHOY RAMDASS, of Bombay Hindoo, merchant, all his Property, consisting of Gardens, Oarts, Houses and Messuage, situated without the Fort Walls of Bombay, near Baboolia's Tank, Girgaum, Musjid bunder, Bhuttiar Wada, Jamlee Street and Parel Road, &c. well known as formerly belonging to the said Goolam Moideen, and his son, the said Abdool Rahimon, Nalcandy, any person or persons having any claim by way of mortgage, inheritance or otherwise, thereon, must give proper notice thereof within eight days from the date hereof, to the said NATHOOBHOY RAMDASS, or to his Attorney E. C. MORGAN, Esquire, or else they will be precluded herein. —Dated 19th December, 1834.

જાહેર•ખબર

ખબર•કીઆંથી•આપીએચજે કે•કાતમા•બીબી•તથા•આશીઆ•બીબી• તથા•હીકુ•બીબી•તે•છોકરી•તથા•વીકવા ઓ•તથા•વકીલાટેણ•શ્રી•મુમબઇવાલો•મુશ લમાંન•મરનાર•અબકુલ•રેહેમાંન•બીન•ગો લાંમ•મોહદીન•નાલખાંડેની•તેકોએ•બધી• મીલકત•નકુલાજ•રામદાશ•શ્રી•મુંમબઇનો કીનકુ•વેપારીને•ગીરવી•આપવાનુ•શાકુ•કી ધુંછે•તે•મીલકતમો•વાડીઓ•તથા• નારીય લીનાં•જકાડોની•વાડીઓ•તથા•ધેકેરો•તથા અમલાઓ•તે•શરવે•શ્રી•બાકારકોટ• બાબુ લાવનાં•તલાવ•આગલ•તથા•ગીરગાંમમાં•ત થા•મશીદ•બંદર•તથા•લડીઆર•વાડામો•ત થા•જમલી•મોકોલામો•તથા•પરેલનાં•રશતા આગલ•તથા•એ•વગારેકે•એ•મીલકત • અ ગાકુથી•ગોલાંમ•મોહદીન•તથા• એનો•છો કરો•એજ•અબદુલ•રેહેમાંન•નાંન•ખાંડેની • કતી•એ—ઉપર•કરએકર•લોક•અથવા • લો કોનો•ગીરવી•અથવા•વારશો•અથવા•બીજી કાજ•રીતનો• દાવો•પોચતો•કોએતો • તેનાં એને•જાંણ•કરેચજે•આજથી•દીન ૮ ની• મુદતમો•નકુલાજ•રામદાશને•અથવા•તેનો• વકીલ—જ—શી—મારગીન•જશકુએરને•અ કેર•કરે—મુદતપકી•કોજનો•દાવો•કબુલ•ક રશે•નકી—તા• ૧૮ મી•દીજેમબર ૧૮૩૪ ❀

FOR Sale at the Courier Office—THE INDIAN CALENDAR, for the next year, shewing, the correlative dates according to the various modes of reckoning time among the HINDOOS, PARSEES, MAHOMEDANS, and MALABARIANS. Price, Rupees two.

WILL BE PUBLISHED ON THE 1st JANUARY, 1835,

THE BOMBAY CALENDAR and ALMANACK, for the year 1835, containing Rules, Regulations, and other matter of local interest not previously published, together with a List of the Officers of His Majesty's and the Hon'ble Company's Service, now in His Highness the Nizam's Army.

This work will be printed on both English and China paper. The price of the former will be six, and the latter five rupees per copy.

TO Be Let—A small upper-roomed House in Forbes Street, within the Fort.
Ditto, ditto, in Armenian lane.
Diito, upper roomed at Foot Belvidere.
Ditto do. next to Mrs. Tadman's Bakery. For particulars, apply to DADABHOY and MUNCHERJEE PESTONJEE, at their Office in the Fort.

Bombay, 20th Dec., 1834.

NOTICE.

THAT SUNKER GUNPUT, Senoy, has contracted with DADABHOY and MUNCHERJEE PESTONJEE, of Bombay, Parsee Merchants, to dispose all that peice or parcel of land, with a lower Roomed House, Tank, and outhouses, as well a range of Chawls, consisting of 13 apartments, with an annexed upper roomed House, all situated at Parell Road, at the front of Nagchaparva, known as the property of the late Batta Nanaraker, late of Bombay, Hindoo female, deceased, any person or persons having any claim or demand against the said portions of land, with all the messuages and tenements as above described, by way of mortgage or inheritable right, he, she, or they, are to make known the same, within 14 days from the date hereof, to the said purchasers, otherwise he, she, or they, will be precluded therefrom.—Dated Bombay, 20th December, 1834.

संकर गण
जमीनीचा तुकडा
तला एक व बाहेर
चाल एक १३ रा कोठर
बरोबरचा एक माल्याचें
भाई व मनचरजी पेस्तनजी
र पारसी वेपारी यांस वोकत द्या
यावें साठें केलें आहे तें परेलचे
स्त्यावर नागाच्यापाउयासमोर अ
तीं मीळकतीस लोक कैलासवासी बा
तानानोरेंकर मुंबईकर हींदवानीन
या नावाने वोळखतात याजवर को
णी लोक कींवा लोकाचा घान कोंवा
वारस्याचे रीतीचा दावा कींवा माग
णें आसल्यास आजपासून १४ दा दा
वसाचे मुदतीत खरोददारास ज्याही
र करावें मुदत जाहाल्यावर कोणा
चा दावा चालणार नाहीं.
ता। २० वी डीसेंबर सन १८३४.

NOTICE is hereby given, that SHAIK ALLJEE VULUD DADA GHOUTAY, has contracted with MOOSSAJEE VULUD ALLJEE BANGEE, EBRAHIM VULUD ESSACK BANGEE, ABDOOLCADER, VULUD MOOLNA ESSOOB BANGEE, and ABASS VULUD MAHOMED BANGEE, to purchase the oarts, belonging to them, called or known by the name of KHUREEALEY and GUNJBHAT; containing three and a quarter wheels, situate at Mahimwood, if any person or persons, have claims or demands, by inheritance or otherwise, thereon, he, she, or they, are to make known the same to the said Purchaser SHAIK ALLJEE VULUD DADA GHOUTAY, at his house, in Tannah, thro' an attorney, within fourteen days, from the date hereof, otherwise he, she, or they, shall be precluded therefrom. Dated this 19th day of December, 1834.

બકીલ.

ખબર દીલીજાતે એસેજે.

સેક આલજી વલદ દાદા ઘાવટે યાણીં મુસાજી વલ્દ આલજી બાંગા વ ઈબરાઈમ વલદ ઇસાફ બાંગો વ આબદુલ કાદર વલદ મુલના ઇસુબ બાંગા વ આબાસ વલદ મહમદ બાંગી પાસુન ત્યાંનચ્યા નારલીચे વાડુયા વીકત ઘેણ્याचे साठे केलें आहे त्या माहिमात आहेत त्याचेनावें खरीयालो व गंज भाट सवानोन राहाटाची आहे याच र कोणी लोक कींवा लोकाचा वारसा व इतर कांही रीताचा दावा आस त्यास आजपासून चवदा दीवसाचे मुदतात खरीददार सेक आलजी वुल द दादा घावटे यास ठाण्यांत त्याचें घर आहे तेथें हरकोणी धाच्याचा व कीलाचे मारफर्तीने जाणव्हावें मुदत झाल्या नंतर कोणाचा दावा चालणार नाहा. तारीख १९ वी डीसेंबर स न १८३४.

FOR PASSAGE TO LONDON,

THE fine Bombay teak built Ship BUCKINGHAMSHIRE, of 1468 Tons, lately owned by the Hon'ble Company, C. F. HOPKINS, H. C. S. Commander, is expected to arrive here in the course of January next, and will be dispatched for the above port in the month of March following, having a Surgeon attached.—Plans of the spacious cabins of this vessel may be had on application at the Office of Messrs. FORBES AND CO.

FOR CEYLON AND MADRAS,

THE SWALLOW, WILLIAM ADAM, Commander; will leave on the 26th December; for freight or passage, apply to Messrs. ADAM, SKINNER AND CO.

Dady's Buildings, 20th Dec., 1834.

PASSAGE TO CEYLON,

THE *Rutnagherry*; will leave this for Colombo on the first proximo; has accommodations for two Passengers. For terms apply at the Office of Messrs BAPOO GUNPUTJEE and Co.

Tamarind Lane, 19th December, 1834.

Digitized with financial assistance from the Government of Maharashtra on 08 April, 2017

[illegible]ND PASSAGE TO
[illegible]NDON,
[illegible]CAFFLES, 650 Tons, RO-
POLLOCK, Commander, will
[illegible]e middle of January. This ship
[illegible]ent accommodations, having double
[illegible]es, the same as an Indiaman, and car-
[illegible]a Surgeon.—Apply at the Office of A-
AM, SKINNER, AND CO.

Bombay, 20th Dec., 1834.

FOR PASSAGE TO CALCUTTA AND MALABAR COAST,

THE fine fast sailing Ship DUKE OF ROXBURGH, 500 Tons, JAMES PETRIE, Commander, will sail on 24th Instant, touching on the Coast, and will take freight for Cochin, Tellicherry and Aleppee. For passage to Calcutta or the Malabar Coast, apply to Captain PETRIE, or Messrs. ADAM, SKINNER and Co.

DADY'S BUILDINGS, *20th Dec.*, 1834.

FOR PASSAGE TO CLYDE, TOUCHING AT THE CAPE OF GOOD HOPE.

THE new Ship WILLIAM NICOL, THOMAS KINCAID, Commander; has been expressly fitted for passengers, carries a Surgeon, and will sail the 14th January. Apply to Capt. KINCAID, at the office of Messrs W. NICOL and Co. where plans of the accommodation can be seen.

Rampart Row, 20th December, 1834.

FOR PASSAGE TO LONDON,

THE teak-built Ship "PALMIRA," of 700 Tons Burden, WM. LOADER, Commander; will sail from hence in all January. Has a poop and superior accommodations for Passengers, and carries a Surgeon.—Plans of her Cabins may be seen at the Office of McGREGOR, EDMOND, AND CO.

Bombay, 20th Dec. 1834.

FREIGHT OR PASSAGE TO LIVERPOOL,

THE Ship CLEVELAND, Tons, 400 W. MARLEY, Commander, has a poop and superior accommodations, and will sail the 1st January next. Apply to Capt. MARLEY, at the office of DIROM, CARTER and Co.

Bombay, 20th December, 1834.

FOR LONDON,

THE MARQUIS OF HASTINGS, 500 Tons, JOHN CLARKSON, Commander will sail on the 10th Jan., has very superior accommodations, and carries a Surgeon.—For freight and passage, apply to Capt. CLARKSON, at Messrs. REMINGTON AND Co's Office.

Bombay, 20th Dec., 1834.

FREIGHT AND PASSAGE TO LONDON,

THE Ship TRIUMPH, 600 Tons, T. GREEN, Commander; is daily expected here, and will be despatched in the course of the following month. Carries a Surgeon, and will call on the Coast if inducement offers. Apply to Messrs. REMINGTON and Co., at whose office plans of accommodation may be seen.

Bombay, 13th Dec., 1834.

FOR FREIGHT OR PASSAGE TO MOCHA AND JUDDAH,

THE Ship FUTTA RAYMAN, 300 tons, Nacoda GOLAM HASSAN: has a poop and good accommodations for Passengers, and will sail on the 15th January next.—Apply to SHAIK ABDULREME ESMALLJEE, Ship Chandler, opposite to PESTONJEE BHICCAJEE AND SONS.

Bombay, 20th December, 1834.

GENERAL ORDERS
BY THE RIGHT HON'BLE THE GOVERNOR IN COUNCIL.

MILITARY DEPARTMENT.

Bombay Castle, 10th December, 1834.

No. 538.—R. Wallace, esq. 3rd member of the medical board, having furnished a medical certificate of the necessity for his proceeding to Europe, is permitted to retire from the service from the date of the sailing of the ship "Malabar" on which he intends to embark for Europe, on the pension laid down in article 57 section LVII. page 254 of the 2nd supplement to the code of military regulations.

In announcing the retirement of surgeon Wallace, the Right Honorable the Governor in Council has much pleasure in expressing in a general order, his high opinion of the services and talents of surgeon Wallace, in the various situations in which he has been employed His career has been marked by an anxiety to uphold the professional character of the medical department, and by his zeal and energy under many trying circumstances, particularly when attached to the Poona division of the army, during the Mahratta war, and also during the calamitous visitation of the cholera in 1813.

Bombay Castle, 11th December, 1834.

No. 539.—Lieutenant T. E. Cotgrave, brigade major to the regiment of artillery, is allowed a furlough to Europe, for three years, for the benefit of his health.

No. 540.—Captain W. Coghlan, is appointed brigade major to the regiment of artillery, in succession to lieutenant Cotgrave proceeding to Europe.

No. 541.—Mr. H. B. Campbell, (late lieutenant) on the pension establishment, is permitted to draw his pension at Versovah.

No. 542.—The unexpired portion of the extension of leave to the Cape of Good Hope, granted to major C. B. James, deputy commissary general, under date the 8th July last, is cancelled from the 29th ultimo, the date of that officer's return to the presidency.

No. 534.—The following promotions and alterations are made:—

1st Regt. Light Cavalry.

Lieutenant S. Poole to be captain, and cornet C. L. J. Dupre to be lieutenant, in succession to Fawcett resigned.—Date of rank 5th Decr. 1834.

3rd Regiment light cavalry.

Lieutenant H. Delamain to be captain, and cornet J. S. Ravenscroft to be lieutenant, in succession to Woodhouse deceased.—12th Septr. 1834.

Captain H. Jameson to be major, Lieutenant E. Walter to be captain, and cornet W. F. Hay to be lieutenant in succession to Homeud retired.—5th Decr. 1834

17th regiment native infantry.

Lieutenant T. Probyn to be captain, and ensign S. Macan to be lieutenant, *vice* Kingston deceased.—17th Novr. 1834.

Senior unposted ensign C. F. Christie, to rank from the 27th November 1834 and to be posted to the 27th regiment native infantry, *vice* Macan promoted.

21st regiment native infantry.

Lieutenant S. J. Stevenson, admitted on the effective strength from the 30th November 1832, *vice* Kennett promoted.

Adjustment of rank.

Lieutenant F. Twynam to take rank, *vice* Parry deceased.—Date of rank 26th Septr. 1833.

Promotion.

Ensign E. Green to be lieutenant, *vice* Wyllie promoted.—24th Decr. 1833.

Senior unposted ensign Henry Fenning, to rank from the 27th November 1834, and to be posted to the 21st regiment native infantry, *vice* Green promoted.

Bombay Castle, 12th December 1834.

No. 544.—With reference to the general order No. 474 under date the 11th ultimo, deputing captain Harris, on duty to Broach, the Right Hon'ble the Governor in Council is pleased to direct that, upon the completion of the report on the state of the town walls of the city of Broach, that officer return and assume his duties as executive engineer at Deesa.

Bombay Castle, 15th December 1834.

No. 545.—Surgeon W. Erskine, of the medical establishment, is allowed a furlough to Europe, agreeably to the regulations.

No. 546.—The following temporary arrangements are confirmed:—

Lieutenant J. Jackson, of the 25th regiment native infantry, to act as adjutant to that regiment from the 28th September last, during the absence of lieutenant Woodburn, on sick certificate.

Lieut G. B. Lloyd, of the 7th regiment native infantry, to act as adjutant to that regiment, from the 31st October last, during the indisposition of lieutenant Fallon.

Ensign G. H. Robertson, of the 25th regiment native infantry, to act as interpreter to the left wing of the 3rd regiment light cavalry, from the date of the departure of ensign Preedy, on sick certificate.

Ensign H. Ash, of the 20th regiment native infantry, to act as quarter master and interpreter in Hindoostanee, to that regiment, during the absence of ensign Keily, on sick certificate.

Ensign E. Green, of the 21st regiment native infantry, to act as adjutant to that regiment, from the 22nd ultimo, until further orders

No. 547.—Captain W. Foquett, of the 20th regiment native infantry, is appointed to act as commissariat agent at Rajcote.

No. 548.—Lieutenant G. N. Prior, of the 21st regiment native infantry, is allowed leave of absence for a period of 5 months, to proceed to Bengal.

No. 549.—Mr. Henry Michael Blake, is admitted to the service, in conformity with his appointment by the Hon'ble the Court of Directors, as a cadet of infantry on this establishment, from the 29th ultimo. His rank having been previously received from the Hon'ble the Court of Directors, he was promoted to ensign, and posted to the 7th regiment native infantry, in government general order of the 16th October last.

The undermentioned officers have returned to their duty, without prejudice to their rank, by permission of the Hon'ble the Court of Directors:—

Lieutenant colonel C. Garraway, of the 14th regiment native infantry.—Date of arrival at Bombay 29th Novr. 1834.

Lieutenat J. Wright, of the 3rd regiment native infantry, 2nd lieutenant R. W. Chichester, artillery, surgeon W. Gray, of the medical establishment.—1st Decr. 1834.

No. 550.—The following general orders by his Excellency the Right Hon'ble the Governor General of India in Council, dated the 25th November 1834, are republished at this presidency.

At the recommendation of His Excellency the Commander in Chief in India, the Right Honorable the Governor General of India in Council is pleased to prohibit the employment of any cavalry soldier, whether of the regular or irregular branch of the service, as a mounted orderly, either by civil or military officers, except in attendance on the Governor or Commander in Chief at any of the presidencies, in all situations, or on general officers or brigadiers when actually on the parade or on ther military duty

(Signed) W. CASEMENT, Col.
Secy. to Govt. of India, Mily Dept.

No. 551.—The Right Honorable the Governor in Council is pleased to sanction the establishment of a treasure chest in charge of the officer commanding the detachment, proceeding to Socotra.

Ensign F. D. Goggin, of the 25th regiment native infantry, is appointed commissariat agent with the detachment.

No. 552.—The Right Honorable the Governor in Council is pleased to direct, that the colour of the facings of the regiment of European infantry, be changed from dark yellow to white, on the next issue of clothing.

By order of the Right Hon'ble the Governor in Council,
E. M. WOOD, Lieut. Col. *Sec. to Govt.*

CIVIL APPOINTMENTS, &c.

TERRITORIAL DEPARTMENT.
REVENUE.

Bombay Castle, 11th December, 1834.

Mr R. Mills, principal collector of Poona is permitted to proceed into the districts, on deputation, to make the jummabundy settlement.

Bombay Castle, 17th December 1834.

Mr. John Macleod, to be assistant to the collector of see customs, in succession to Mr. Little, appointed sheriff.

Mr. C. Price, third assistant to the collector in Candeish, is allowed leave of absence for one month, to visit the presidency, on urgent private affairs.

T. H. Baber, principal collector at Dharwar, took charge of the collectorate, on the 8th instant, from Mr. H. A. Harrison.

JUDICIAL DEPARTMENT.

Bombay Castle, 11th December, 1834.

The Right Honorable the Governor in Council has been pleased to grant Mr. Luard, the senior assistant judge of Poona, leave of absence, up to the end of the present month, under section XIV of the absentee regulation.

Bombay Castle, 16th December, 1834.

The Right Hon'ble the Governor in Council has been pleased to promote Venkut Row Soobajee Roy Saheb, junior native commissioner at Belgaum, to the situation of principal native commissioner.

Bombay Castle, 17th December, 1834.

The Right Hon'ble the Governor in Council has has been pleased to appoint James Little, esq. to the office of sheriff, for the ensuing year.

The Right Hon'ble the Governor in Council has has been pleased to appoint Mr. G. Notion to the office of coroner of Bombay, in succession to Mr. Macleod

Bombay Castle, 18th December, 1834.

T. B. Simson, esq. judge and session judge of Dharwar, is allowed one month's leave to proceed to Vingorla, about the second week in January next.

By order of the Right Hon'ble the Gov. in Council,
L. R. REID, *Secy. to Govt.*

POLITICAL DEPARTMENT.

Bombay Castle, 16th December, 1834.

Second native hospital assistant Mahomed Ally, attached to the Bhooj residency, is promoted to 1st native hospital assistant.

Bombay Castle, 18th December, 1834.

Mr. T. H. Baber, political agent at Dharwar, assumed charge of that office on the 8th instant.

Lieutenant W. Lang, assistant political agent in Kattywar, assumed charge of that office on the 24th ultimo, in consequence of Mr. J. P. Willoughby's departure to the presidency, for the benefit of his health, as published in the government gazette of the 11th instant.

By order of the Right Hon'ble the Governor in Council,
W. H. WATHEN, *Sec. to Govt.*

DURPUN.

Accounts from Sattara state, that the grand wedding in the Rajah's family is over. Since the marriage of Madhow Row Narrayen, commonly called Suwaee Madhow Rao—no ceremony of a like nature has been conducted with so much pomp and splendour to the south of the Godavery, as the one which has just been concluded at Sattara. The number of followers of the different Jahagirdars assemble don this occasion, was computed at about 10,000, besides 2000 horse and numerous elephants. There were present at the ceremony the chiefs of Phultan, Jett and Akulcote, the Pruteeneedhee, the Sucheeva, and many Deishmookhs and Deishpandiahs, who of course did not fail to bring a suitable retinue. This assemblage of chiefs and Jahagirdars at the celebration of the marriage of his Highness' daughter must indeed have been very gratifying to the Rajah. The presents of clothes &c. composing the *Ahary* or nuptial offerings to the Bride and Bridegroom, were made by a great number of persons both in and out of the Rajah's service, and were most costly and superb. Many of rank and renown had their gifts acknowledged by suits of clothes presented to them in return.

GOVERNMENT PENSIONS TO UNCOVENANTED SERVANTS.

TO THE EDITOR OF THE BOMBAY COURIER.

SIR.—In the Pension regulations for the class of servants above named, in Bengal, and which have, since the abolition here, of "Warden's official Fund" (the justice or otherwise of which measure I leave my worthy friend**** to prove) been introduced under this presidency, there appears to exist a very great inconsistency in requiring Europeans to serve for the same length of time as natives. It is not my wish to trouble you or your readers with any unnecessary prolixity, and I will only, therefore, submit the following few observations on the subject, and at the same time endeavour to render them as brief as possible:—

According to art. 5, para. 1, of these rules, no person is entitled to a pension from Government, unless he shall have served, at the time he is deemed incapacitated for further duty. 20 years; and in such case, the pension admissable—i. e. one-third of his authorized allowances—is to be calculated on an average of 5 years previous to the date of his applying for such pension.

Now, nearly two-thirds, if not more of the Europeans at present employed in public offices, are necessarily individuals who originally came out to India in a military capacity, and as such, had of course to remain some length of time in the army, before those qualifications which are required in a clerk, were fully developed, and their services called for. Such being the case, they were seldom entertained in any office prior to their attaining *at least*, the age of 30 years; whereas, that of the Natives, (Purvoes) when they are first employed under Government in an office, seldom averages, *even on the most favorable scale*, 14 or 15 years. Still, notwithstanding this circumstance, and the important advantages they possess over their European coadjutors, by living in a climate which must naturally be well suited to their constitutions, and where they are enabled to appreciate and enjoy, to the fullest extent, those domestic comforts which must invariably result from a constant association with their relations and friends. This is, however, far from being the case with a European; he leaves his native land, wherein all his best and purest affections are centred, for a climate, where, under the deadly effects arising from its accumulated diseases, his constitution daily—nay hourly—sinks; and thus, all his hopes of again returning to his home in the enjoyment of a pension from Government are blasted by a lingering or sudden death, which might have been averted, had the authorities with whom the framing of these regulations rested, but for a moment considered that, as they were intended to benefit Europeans, it would be *unjust* and *inhumane* to expect the same period of servitude from them as from Natives. They have not however made this salutary distinction, and thus the intended benefit exists in nothing more than the bare name of "*pension*."

That a modification is required in these rules which relate to European servants is, I think, manifest to every unbiassed person. It is however more especially called for at the present moment, when, according to a recent order of Government, those individuals are required to relinquish all claims—both *present* and *future*—which, from their military servitude, they had become justly entitled to; and they are therefore now entirely dependent on the provisions of a regulation which by the above shewing, they can very rarely (if ever) establish a right to participate in, and are necessitated to toil on—still performing the more responsible and arduous duties of an office—for a salary barely sufficient for the subsistence of themselves and families, with the dreaded anticipation of its being still further diminished, whilst purvoes in the same department are enabled, from the age at which they enter the service, to obtain and enjoy that pension for years, which their more deserving, but less fortunate brethren, are for ever deprived of.—

I trust, should these remarks meet the eye of our highly respected Governor, they will be deemed by him (humble as they are) of some importance, and that he will see the necessity there exists for a modification in the rules referred to, so far as they relate to the European clerks in public offices.

I have, &c.
A EUROPEAN UNCOVENANTED SERVANT.

Bombay, 19th December, 1834.

SIX PER CENT REMITTABLE LOAN.

MR. EDITOR.—Some days ago, while in company with Mr. Duncan Aliquot, the great calculating Machine of this place, a friend consulted him as to the most profitable mode of investing a little disposable money. Mr. A. with that gravity peculiar to dark knowledge, replied, why do you not buy six per Cent. paper? Your object now must be to have your money in train for a profitable remittance to your own country, and the six per cent. will secure you 2 | 6d. for the Rupee. On coming home, I took the trouble of calculating the value of the above advice. We will suppose then there is a lakh of rupees to be remitted, and this by purchasing six per Cent. paper at 131—the present market price—would secure a principal in the Loan, of Rs. 76,336, which at 2 | 6 would give £9542. The Lakh however, by the purchase of good mercantile bills which can be obtained at 2 | 1d. would give £10,4[illegible]6,13,4d. being a surplus over the plan recommended by Mr. A. of £874-13. and this sum our friend would gain in this single transaction by the mere operation of consulting his own judgment.

Yesterday, I was told by a friend who has some money in the above Loan, that he was for some time in doubt what to do with it, but lately seeing the advantages of transferance into the new Loan, so clearly pointed out in the price current (another great oracle!) he at once made up his mind. We shall now examine the value of this advice something after his own manner.

Principal.

8000 S. R. 6 per Cent. at 131 Rs.=Rs. 10,480 at 2 | 1d.

Yearly income.

£1091,13 at 3½ per Cent. ..... £ 38,4,7½

The above principal transferred would give,

8,400 S. Rs. at 5 per Cent. paper=420 siccas at 2 | 1d ..... £ 43,15

Difference of income 5,10,4½

Which without interest in 20 years-£110,7,1d.

Principal.

We have shown that Rs. 8,000 at the market rate= £1091,13,4

For which by transfer, would be obtainable in 1854 Rs.8400 at 2 | 1d= 875

Loss at the end of 20 years on capital ... £ 216,13,4

From which deduct the difference of income 110,7,1

Nett loss by transference ..... £ 106,6,3

So that instead of £50 being gained by transfer of the above principal at the end of 20 years, as asserted in the price current, it is distinctly seen that there would be a loss of £ 106,6,3. and on a lakh principal about £13[illegible]8,18,1½d. And if we calculated the home interest at 4 per cent (which can be easily obtained) the loss would be much greater.

It is therefore clear that the market price of the 6 per cent Loan is now such, as to make it advisable for every one having money in it, and wishing to make the most of it, to sell out and remit in private Bills. In addition to the actual and certain loss that must be sustained by transfer, we will suppose that a few years hence we are threatened with a visitation from the Russian Locusts, with the further application of the alcutta, *one-eyed* shears, or by any of those electro-political clouds that may disturb the equipose of existing things, and that circumstances compel to sell out, then, in such a case which is far from impossible, he will find his fortune one half what it would be by adopting the plan recommended by,

P. P. C.

OPTHALMIC INSTITUTION.

The following is an abstract of various Diseases of the Eye, treated by Mr. Jeffreson, ophthalmic surgeon to the Hon'ble Company, on their Bombay Establishment, in Bombay, Malabar, and China, from January 1824, up to October 1834.

This includes sixty seven cases of persons *born blind!* as also many others, who from five to Twenty years had remained in *total darkness*.

In addition, however, to these, two thousand three hundred persons have been cured or relieved of Deafness, and thirty seven thousand five hundred of other and various diseases, many of whom have submitted to severe operations of different kinds.

Name of different diseases Treated.	Number of each disease.	Restored to perfect sight by operation, or other treatment.	Restored to a useful degree of Sight or Relieved	Not treated being Incurable.	Died.
Cataract	7314	5017	1817	8680	7
Amaurosis, various degrees	3615	1432	2183		
Leucoma	918	54	861		
Nebula	2530	2210	320		
Ophthalmia various degrees	12428	12077	51		
Ulcer of Cornea	2402	2416	986		
Granulous Eye Lids	3572	3508	64		
Fistula Lachrymalis	281	197	84		
Staphyloma	552	82	470		
Fungus Hematodes	25	0	25		
Iritis	2023	1969	54		
Hydrophthalmia	71	8	63		
Lepitudo and Tinea	4334	4324	0		
Glaucama	310	26	284		
Hemeralopia (Day Blindness)	14	8	6		
Nyctalopia (Night do.)	470	340	130		
Strabismus	23	6	17		
Closed Pupil	840	461	369		
Pterygium	1324	1120	204		
Ent. and Extropium	467	439	28		
Tumors various kinds	568	568	0		
Totally, and Irrecoverably Blind	8680	0	0	8680	0
Total	58,369	36,564	8119	8680	7

THE JUSTICES.

"In fair round belly with good capon lin'd,
"With eyes severe and beard of formal cut,
"Full of wise saws and modern instances;
"And so he plays his part."

MR. EDITOR:—The newly appointed Justices have often enquired how they are to play *their* part. I send you a portrait therefore of some of their Predecessors, in which they may observe the Graces and Deformities of the worshipful Figure of olden time. I should be sorry to say, that, any traces of the latter are to be found in the Justices of these times; but as men value the portraits of their ancestors even when they no longer discover lineaments of resemblance to themselves, this Picture may not be altogether unacceptable.

Charles, indeed, followed a royal road to Temperance. He did not assume the garb of Holiness,

or the hypocritical disguise of self-denial to cheat men into sobriety: but he sacrificed *two* Justices in expiation of *one* liquor shop set up in excess to the temptation of his subjects. Had Bombay been added to *his* crown, instead of that of his successor of the same name, how sober we might have been! and had he lived in these days, he might perhaps have condemned the whole Bench to an ignominious death, and not have given the Worshippful body an opportunity of remonstrating by a sentence of simple maiming.

" Q."

In a corner, Dec. 20th, 1834.

Extract from the speech of Thomas Lord Coventry, Lord keeper of the Great Seal of England, by command from His Majesty, to all the Judges of Assize of England, in the Star Chamber, June 17th*, 1635.

" The next thing that I shall mention unto you, is, the rectifying and reforming of Ale-houses and Tippling-houses, and these I account one of the greatest pests of the kingdom. First, therefore, let none be enabled to set up or continue without licence; there are a kind of people that do take upon them licences, recognizances, or laws, or what you will, and who have been a great deal the worse, because they see a great multitude tolerated that have no licence; and therefore I give it in charge, to take a course that none be permitted unless they be licensed: And for the licensed Ale-houses, let them be but a few, and in fit places; if they be in private corners and ill places, they become the dens of thieves, they are the public stages of drunkenness and disorder."

" Next unto this, let care be taken in the choice of Alehouse-keepers, that it be not appointed to be the livelihood of a great family: one or two is enough to draw drink, and serve the people in an Alehouse, but if six, eight, ten, or twelve, must be maintained by Alehouse-keeping, it cannot chuse but be an exceeding disorder, and the family by this means is unfit for any other good work or employment. I have not skill enough to understand all the inconveniencies that come from this one ill fountain, and my memory will not contain what I have so many times observed of them myself; but your lordships have a knowledge and experience of them, therefore I will leave them unto you: only this, that because in many places they swarm by default of the Justices of the Peace, that set up too many, and there are none, except yourselves at the Assizes, all the year long can meet with this evil, but the Justices of the Peace. And if the Justices of the Peace will not obey your charge herein, certify their default and names, and I assure you they shall be discharged. I once did discharge two Justices for setting up one Aiehouse, and shall be glad to do the like again upon the same occasion."

" Now in respect the public service dependeth much upon the Justice of the Peace in the county, it will be necessary that you cast your eye upon them that they give due attendance at the Assizes: it is their duty to do it, and yours to inforce it upon them. An Assize lasteth but a few days, but the instructions that they may receive from you in that short time, may be of great use to the county for the whole year; Also that you examine whether they give due attendance at the Quarter Sessions. Although there is an express article in their Oath that they should give it; I hear many neglect it; Therefore it is a thing very fitting, and well worthy your labour, that at the beginning of every Assize, you trust not to the clerk of the peace his information, but that yourselves do cast an eye upon his Book, and command him to return the names of such justices of peace as you find by his Book were absent at the Quarter Sessions. Fit it will be that you let them know, that to prefer a riding or bowling, or hunting match, before their attendance at Quarter-Sessions, is little less than perjury; and if your admonition will not serve the turn, a remedy shall be taken. In the third place, it is necessary for you to inquire how they attend the monthly meeting or other times of public service; for this I am sure of, they are all within one commission, and have the same oath, and the same attendance is imposed upon all; and why the greatest number exempt themselves, and leave the public service upon a few, I know not; but if I may know the particular men (of which I hope I shall henceforward by your lordships) I shall rid them out of Commission, and put others in their places."

POONA RACES, 1834.

4TH DAY, FRIDAY, 12TH DECEMBER, 1834.

1ST RACE.—The Ladie's and Bachelor's Purse of 10 Gold Mohurs, with Rs. 400 from the Fund, added to a Sweepstakes of 10 Gold Mohurs each, for all Horses, Handicap—2½ mile Heats.

			st. lbs.	
Captain Daly's....	G. A. H. Faustus	...	9	1..1
The Pope's Trifle...	C. A. H. Richard	...	8 5	2...2
Mr. Charleston's.	G. A. H. Magic	...	7 3	3...3

Both Heats won by Faustus with apparent ease.
time. 1st Heat Min. 5 10
2d " " 5 13

2D RACE.—A Hunter's Stakes of 5 Gold Mohurs each, with Rs. 300 from the Fund. 12 Stone. 3 miles.
Capt. Daly's ... G. A. H. ..... Piaree.
Mr. Bacon's ... C. A. H. ..... Shabath.
Mr. Tomkin's... B. A. H. ..... Kremlin.
Won by Kramlin.—Time 6, 59.

5TH DAY, TUESDAY, 16TH DECEMBER.

1ST RACE.—King Robert's Purse of Rs. 500, to be added to a Sweepstakes of Rs. 100 for all horses.
3 Miles.—Handicap.

			st.	lb.
Capt. Jameson's...	C. A. H. Master Richard..		8..	4
Capt. Daly's .	G. A. H. Faustus ...	....	9..	4
Capt. Clibborn's...	B. E. M. Pelerine ...	....	10...	12

A good start, Richard leading, which he continued during the Race. The Mare was beat in the first round from the enormous weight she carried, and the little Horse won merrily by several lengths.

Time 1½	mile	3	...2
2	"	4	6
3	"	... 6	16

2D RACE.—The Poona Handicap of Rs. 500 from the fund, added to a Sweepstakes of 5 Gold mohurs; for all Horses, 2 miles.

		st	lb.
Capt. Daly's.....	G. A. H. Piaree.....	7...	10
Capt. Clibborn's....	G. A. H. Stick-to-it..	7..	7
Mr. Charleston's.	G. A. H. Magic ..	7...	4
Mr. Carr's.....	G. A. H. Challenger.	8..	
Mr. Tomkin's.....	B. A. H. Kremlin ...	7...	12

Won in good style by Piaree.

A. URQUHART, *Secretary.*

HIGH WATER TABLE,—20th Dec. 1834.

	MORN.	EVEN.
Saturday	1 17	1 38
Sunday	2 00	2 13
Monday	2 50	3 18
Tuesday	3 52	4 27
Wednesday	5 06	5 45
Thursday	6 21	6 58
Friday	7 28	7 58

* Charles 1st.

VESSELS EXPECTED TO SAIL.

Vessels' names.	Date of intended departure.	To what port.	Touching where
Ship Malabar....	2d Jan. 1835..	London....	Cape.
" Lady Raffles..	15th do. do..	Do.....	Ditto.
"Marquis of Hastings.....	10th do..do..	Do.....	St. Helena.
" Elizabeth ...	About the end of Decr	Liverpool..	No where
" Wm. Nicol....	14th Jan. 1835.	Clyde.....	Cape.
" Duke of Roxburgh....	In 8 or 10days.	Calcutta.	

EXCHANGE.

	Buy.	Sell
Six per cent Remittable Loan	131½	123
First five per cent Loan.		
No. 320, *a* 1st class,.....	107⅛	107⅜
321, *a* 1040, 2nd. class,.....	107	107⅛
1041 *a* 1040, 3rd class,.....		
Second five per cent Loan.....	107 *a*	11
Third five per cent L an....	110	110½
Bills on Calcutta 30 days..... ..	106	106½
Bills on Madras 30 days.....	100	101
Bills at 6 months sight..... 1	10	1 | 11
Canton Bills.....	None.	
Spanish dollars per 100	221	221
Sovereigns each	10¾	11⅛

ARRIVALS AND DEPARTTURES.

ARRIVALS.

Capt. George Twemlow, Artillery, from Aurungabad.

Lieut. Col. Roome 7th Regt. N. I., from Ahmedabad.

Lieut. H. W. Preedy, 25th Regt., from Hursole.

2d Lieut. A. Nash, Engineers, from Seroor.

Capt. H. James, 14th Regt. N. I., from Malligaum.

DEPARTURES.

Lieut. and Adjt. Honner, 4th Regt. N. I, to Ahmednuggur.

Suptg. Surg. G. Smyttan, Staff, to Surat.

Lieut. W. B. Goodfellow, Engr. Corps, to Seeroor.

Ensign H. S. Willoughby, 24th Regt, N. I., to Baroda.

Lieut. Col. C. Garraway, 14th Regt. N. I., to Belgaum.

Capt. J. Jopp, Engineers, to Ahmedabad.

Capt. C. Denton, 24th Regt. I., to Baroda.

DOMESTIC OCCURRENCES.

BIRTHS.

At Colaba, on the 15th instant, the wife of Mr John Thompson, of a daughter.

At Colaba, on Friday, the 19th. instant, Mrs. Robert Bennett, of a daughter.

On Tuesday, the 16th. Instant, the Lady of Alexander Elphinston, Esq. Civil Service, of a son.

At Dharwar, on the 10th. instant, the Lady of E. H Townsend, Esq. Civil Service, of a daughter.

On the 19th November, at Ootacamund, Neilgherries, the wife of Conductor John Ryan, Bombay Ordnance Department, of a son.

DEATHS.

On the morning of the 9th. Instant, on route from Dhoolia to Malligaum, the infant daughter of H. R. Elliott, Esq. Civil Surg. at the age of 4 months and 13 days.

At Poonah, on Saturday, the 13th. instant, Mr. John Wagner, head Clerk of Assist. Adj. General's Department, aged 35 years.

CALCUTTA.

BIRTHS.—At Calcutta, on the 27th November, the Lady of Lieutenant A. D. Fountain, 40th Regiment, of a Son.—At Calcutta, on the 1st December, Harriett, the Wife of H. J. Leighton, Esq., of two Daughters and a Son.—At Ghazeepore, on the 26th October Mrs. De Rocha, of a Son.—At Calcutta, on the evening of the Tuesday, the 2d December, Mrs. William Ryland, of a Daughter.—At Barrackpore, on the 29th November, the Lady of Captain W. Turner Paymaster, of a Son.—At Saugor, on the 22d November, the Lady of Brevet Captain Vanzetti, 5th Regiment Native Infantry, of a Son.—At Calcutta, on Wednesday, the 26th October Mrs. George Galloway, of a Son.—At Penang, on the 10th October, Mrs. J. M Moses, of a Son.—At Lehore, on the 12th November, the Lady of Captain James Winfield, 47th Regiment Native Infantry, of a Daughter.—In Camp, at Papper Ghaut, on the 21st October, the Lady of Lieutenant N. A. Parker, 58th Regiment Native Infantry, of a Daughter.—At Dinapore, at the house of Mrs. S. Wattell, on the morning of the 13th November, Mrs. James Hosmer, of a Son.—At Agra, on the 23d November last, the Lady of Lieutenant W. H. Nicholetts, 28th Regiment Native Infantry, of a Son.—At Neemuch, on the 9th November, the Lady of Captain W. B. Girdlestone, 46th Regiment Native Infantry, of a Daughter.

MARRIAGES.—At Calcutta, on the 29th November, at the Cathedral, by the Reverend Henry Fisher, Mr. J. Atkinson, of Cuttack, to Miss Clementina Eliza Linton.—At Calcutta, on the 29th November, at the Cathedral, by the Reverend H. Fisher, Mr. Frederick Henry Matthews, to Miss Caroline Shelverton.—At Calcutta, on the 29th November, at the Principl Roman Catholic Church, by the Right Reverend Doctor St. R. Leger, and afterwards at the Cathedral, by the Reverend T. Robertson, Henry Lewis Christiana, Esq., to Miss Anna Maria Gonsalves.—At Calcutta, on the 29th November, at the Principal Roman Catholic Church, by the Reverend H. More, Mr. Louis Valentine, to Miss Charlotte Remery.—At Calcutta, on the 29th November, at the Principal Roman Catholic Curch, by the Reverend Fre Gregoria M. de Bene, Mr. Hans Christian Smith, to Miss Nancy Elbina Hard.—At Calcutta, on the 29th November, at the Principal Roman Catholic Church, by the Reverend H. More, Mr. Lewis J. Ballantine, to Miss Charlotte Ramsay.—At Calcutta, on Monday, the 1st December, at the Cathedral, by the Reverend T. Robertson, Arthur Grote, Esq., of the Bengal Civil Service, to Helen Anne, sixth Daughter of Charles Mackenzie, Esq., of the same Service.—At Calcutta, on Monday, the 1st December, at the Cathedral, by the Reverend T. Robertson, Mr. Walter John Goodall, to Mrs. Mary Ebberson.—At Calcutta, on the 2d December, at St. John's Cathedral, by the Reverend T. Robertson, M. A., Captain W. R. Maidman, Artillery, to Charlotte Eliza, 3d Daughter of the late Major W. Mc Quhae, of the same Regiment.—At Calcutta, on Wednesday, the 3d December, at the Cathedral, by the Reverend T. Dealtry, L.L.D., Mr. John Jacob Louis Hoff, to Miss Caroline Framingham.

DEATHS.—At Calcutta, on the 28th November, Miss Eliza Herriott Whittenbery, Daughter, of Mr. Thomas P. Whittenbery, aged 8 years, 4 months and 21 days.—At Calcutta, on the 29th November, Master Thomas Brown, Son of Mr. John Brown, Indigo Planter, aged 5 years.—At Calcutta, on the 1st December, Eliza Laforey, Jane Griffiths and James Grahame, infant Children of H. J. Leighton, Esq.—At Calcutta, on the 2d December, Mr. Alexander Gordon Lorimer, aged 28 years.—At Landour, on the 12th November, Major Blundell, His Majesty's 11th Light Dragoons—At Singapore, on the 17th October, Mr. Thomas Bush, Chief Officer of the *Thomas Dougall*.—At Calcutta, on the 2d December, Miss Elizabeth Maria Cordelia Irwine, Daughter of Mr. Philip Irwine, aged 2 years and 7 days.—At Meerutt, on the 19th November, Mr. T. C. Gale, Steward His Majesty's 11th Light Dragoons.—At Bolarum, on Wednesday, the 24th September last, at the advanced age of 97 years, Mrs. Anna Maria Guess, relict of the late Captain James Guess, Commandant. At Penang, on Thursday, the 4th September, Mrs. Galastaun, the Lady of C. Galastaun, Esq., of this Island.—At Calcutta, on Wednesday, the 3d December, Casimir Alonzo, the Son of Mr Mark D Cruze, aged 7 months and 18 days.—At Calcutta, on the 4th December, Monsieur Eugene Marquier, aged 22 years.—Near the French Rocks, Mysore Country, on the 6th November, Elizabeth Sarah, Wife of Assistant Surgeon Sinclair, M. D., His Majesty's 55th Regiment, aged 19 years and 6 months.

MADRAS.

BIRTHS.—At Trichinopoly on the 2d December, the Lady of Major Sneyd, 35th Regiment of a Son.—On the 19th November, at Suffolk House, Penang, the Lady of G. Stuart, Esq. of a Daughter.—At Kamptee, on the 20th November, the Lady of F. Godfrey, Esq., Medical Establishment, of a Son.—On Sunday, the 30th November, Mrs Aleander Decastellas, of a Daughter.

SHIPPING REPORT.

ARRIVALS.

December 17th. Barque Fanny, L. Kellens, Master, from Ceylon, 14th November. Touched at Cochin.

" Do. Steamer Indus, John Charlton, Engineer, in charge, from Tankaria Bunder.

DEPARTURES.

16th. Ship Gilmore, H. H. Lindsay, Master, to London.

Passengers'—Major E. Drury, 6th R. W. Mrs Drury, Mrs. Law, and one Child, Miss Corilia Watson, Lieut. J. B. Gillanders, 26th N. I., Lieut. W. G. Duncan, 24th N. I., W. Erskine, Esq. and 2 Female Servants.

Do. Ship Dauntless, W. Pinder, Master, to Liverpool.

Passengers.—Capt. Macbeth, and Dr. Mackell, Assist Surgeon.

A LIST OF SHIPPING IN THE HARBOUR.

His Majesty's Ship—Melville.
Hon'ble Company's Schooner.—Shannon.
Do. Brig of War.—Tigris.
Do. Steamer.—Hugh Lindsay.
Do. Sloop of War.—Coote.
Free Traders.—Gilmore, Dauntless, Malabar, Elizabeth, Duke of Roxburgh, Swallow, William Nicol, Cleveland, Marquis of Hastings, Lady Raffles, and Lady Gordon.
Country Vessels.—Shaw Byramgore, Maackbar, Meekaee, Mahomedie, Discovery, Ann, Fattel Raymon, Charlotte, John Adam, Charles Forbes, Lowjee Family, Futtay Raymon, Gopaul Khistna, Pittamber Savoy, and Futtay Salam.
Arab Ship.—Atitt Rahimon Nassareth Shaw.
French.—Theodore Eugene.

THE COURIER

SATURDAY, 20th DECEMBER, 1834.

The *Delhi Gazette* of the 26th ult. does not allude to the alleged defeat of the Sikhs mentioned in our last; but proves that a war with the Afghans was anticipated at Lahore, and that Runjeet Sing was actively engaged in making preparations for it. As unfavorable news for the Sikhs, however, would not probably find its way through the Punjaub very readily, if at all, it is still not improbable that they have met with reverses.

We publish to-day the evidence of Mr. Peacock before the India steam navigation committee, as it affords more general information on the subject it relates to, than the evidence of any other individual before that body.—On a future occasion we shall give the most important parts of the information which has been brought forward regarding the Euphrates.

The last anniversary of St. Andrew's day appears to have been celebrated with unusual eclat in Calcutta. Mr. Macaulay presided as chairman, and Sir Frederick Adam, Sir Charles Metcalfe, and Col. Morison were present at the dinner, an account of the proceedings at which has been published in the *Hurkaru*. One only of the speeches on the occasion however is of very general interest. It was delivered in proposing the " Civil Service of India " as a toast, and on this side of India will be peculiarly gratifying, from alluding, as it does, to Mr. Elphinstone.—After the proof it affords of the light in which that distinguished individual is regarded at home it really is melancholy to think that there can be any question as to the appointment of a Governor General for India; or at least as to whom the appointment should be offered.—Ministers it must be confessed have lately been profuse of expressions manifesting the utmost regard for the welfare of this country, but if after all, a Richmond, a Palmerston, or a Munster should be preferred to an individual of tried abilities, great experience, and almost unequalled talent for high command, not all the protestations in the world will conceal the unworthy motives which have influenced the choice.—Disinterestedness in this instance is required if in no other. Mr. Canning who much more needed the patronage of office at home, than those now in power, saw the necessity of overlooking every consideration but the real welfare of India, and offered the Governor-Generalship to Sir Thomas Munro—nay, even pressed him to take it, at a time when there were more formidable competitors in the field than those we have mentioned. The next nomination to the office will no doubt rest in a great measure with Lord Melbourne, and will form a pretty good test of His Lordship's political integrity. Should he adopt Mr. Canning's example in making his selection, we shall hail his Lordship as one of the greatest benefactors of this country, but should he on the contrary be swayed by the considerations attributed to him in the last papers from home, he will richly deserve to be branded as one of its greatest enemies.—The following is Mr. Macaulay's speech.

MR. MACAULAY. The toast which stands next on the list is the Cilvil Service of India, and there can be no toast that I would propose with greater satisfaction. I have had but a short opportunity of observing the conduct and characters of the public functionaries in this country, but I have had the opportunity of comparing the functionaries here with similar ones at home, of comparing those who here exercise the higher powers of Government with those who exercise similar powers at home, and judging impartially, and making every allowance for the different state of things, and the early ages at which they le[illegible] have no hesitation in saying [illegible] Services in this Country are, [illegible] judge, in no way inferior to those [illegible] litics of India are necessarily different [illegible] of Europe,—the Revenue System here [illegible] as it is at home,—the diplomacy required [illegible] and Joudpore is not the same as that req[illegible] Paris or Madrid,—the details of the business is d[illegible] —the mode in which the two countries are gove[illegible] is different,—the Government of the one is carried [illegible] by open discussion in Parliament—of the other by m[illegible] nutes and dispatches;—but when you have made al[illegible] lowances for this difference, you will be inclined to say, as I without hesitation do, that I have found in India abilities for the purposes of Government diplomacy equal to any I have ever seen employed, having seen the most eminent that are employed, in the Government of England. I am convinced we shall drink this toast with the greater satisfaction when we consider how large a proportion Scotland has furnished to the Military and Civil Services of India. Munro and Elphinstone were both Scotchmen. Munro died in this country, and I leave his eulogium to those who knew him. Elphinstone I have seen. I have seen him in England in a society widely different, to that to which he had been accustomed. I have seen him supporting the dignity of his own character in the crowds of London, who seemed at once to be impressed with the idea that they were approaching a great man. It is difficult to describe what I mean, but there are some here who will no doubt understand me, when I say that I never saw any man who carried about him more of the character of greatness than he did. It was impossible when you saw him not to think that you spoke to a very great man. He was one of the very few who enjoyed in England a fame commensurate with his merits, for it is a fact that cannot be denied, that the public in England pay little attention to the proceedings of this country or to the merits of its public services. This is a circumstance that I have often when speaking to him regretted, imperfectly as I was then acquainted with the merits of the services; and it is a circumstance which, since I have become better acquainted with them, I regret still more. It is among the thoughts that are the most agreeable to me, that I may be able to awaken a more just appreciation of the merits of those services,—to turn the attention of those who only want better information to act differently to the pre-eminent services which have been here rendered to the British Empire, and to the honor of the British name, by the servants of the Company. Gentlemen, I propose with the greatest pleasure, the Civil Service of India.

We have published to-day an abstract return of cases in which diseases of the eye have been treated by the ophthalmic surgeon on this establishment. It has long been known we believe that India presents a rich field for the labors of the oculist, but we doubt very much whether a correct idea, after all, is entertained as to the extent to which defect of vision prevails among all classes of the community, and especially in its more formidable state. It would appear, however, that upwards of fifty three thousand persons, suffering under various degrees of blindness, have applied for relief during the last ten years to the superintendent of the ophthalmic institution. During a small portion of the above time that gentleman, it is true, operated in China, and this will reduce the number of applicants in India somewhat below that given in the abstract; but as he might, during the period of his absence, have been busily engaged here, his labors, as yet, having extended, comparatively speaking, over a very limited space, no allowance is necessary on that account, to form an estimate of the real state of the country.

Out of the number above mentioned the return shows that about forty four thousand persons, including 67 who were born bind, have been relieved, more or less, by the treatment pursued towards them. Thirty six thousand of these have been restored to perfect sight, and eight thousand to a useful degree of sight. The remaining number, amounting to eight thousand and upwards, have been found to be incurably blind; but it would seem that the state they were in was occasioned in many instances from application for relief having been made at too late a period, while in others, the improper treatment of native practitioners had brought it about. Thus had the ophthalmic institution existed prior to the period they were afflicted, the number of successful cases would have been still greater than it has been.

Quite enough however has been done to prove the usefulness of the institution, and it is almost unnecessary to add, that a variety of other diseases including deafness have been treated in it.

CALCUTTA.

It is now near one o'clock and we are just returned from the Meeting for an address to Sir Charles Metcalfe, which it will astonish our readers—all who were not actually present—to see us characterise as one of the most stormy Meetings that have taken place in Calcutta. We have not time to-day, nor should be able from our own notes, to make so full a report of it as will no doubt appear in the morning papers to-morrow, when we shall not scruple to give our readers the advantage thereof. There were upwards of 200 persons present, which we must consider a very good attendance, remembering as we do a remark of Mr. Turton at a public meeting two years ago, that the Calcutta public was not to be moved except when the pocket was concerned.

The Sheriff opened the Meeting by reading the requisition addressed to him, and at the motion of Mr. Prinsep, Sir Charles D'Oyly was unanimously voted into the Chair.

Mr. Turton immediately rose, apologising for addressing the Meeting so early. His purpose however, was to offer a proposition, that the Meeting as a Meeting of the inhabitants of Calcutta, be broken up at once; and that such persons as might think proper to express their owa sentiments of regard and respect in an address to Sir Charles Metcalfe, should do so as private individuals. If the Meeting were declared a private meeting, he should throw no impediment in the way of their proceedings; but recollecting that not twelve hours ago many of those now assembled had heard it declared in that hall from the highest authority, that the acts of Government were considered and determined in secret, it would be improper and even slavish in them to pronounce any eulogy upon the public conduct of men of whose opinions and

[redacted] He was very far from [redacted] hostility to Sir Charles [redacted] private character he had the [redacted] he maintained that it would [redacted] futile to address *any* Governor [redacted] his political conduct." What colony [redacted] Britain had not a more free Govern- [redacted] Even the West India islands were al- [redacted] more freedom, for they *have* a constitution. [redacted] had we gained by the late Act? a Legisla- [redacted] Council—to deliberate in secret—to deter- mine in secret,—and we knew nothing of what passed till their acts became the law of the land. Members of Council were chosen from the Civil Service to represent the Aristocracy, with one soli- tary individual among them to represent the Public. He had been told the intention was to address Sir Charles Metcalfe for the virtues of his private character, his benevolence, his charities, his hos- pitality. But this Meeting was called by the She- riff; it was a Meeting of the inhabitants, and every cooly had as much right to be there as himself. Were the coolies competent judges in such matters? Had they shared in the hospitalities of Sir Charles Metcalfe? Could they pronounce an opinion on the fitness of the donations he had bestowed? What sensible man would value an address of this kind limited to the small number of persons composing the upper classes here? As a public man—we did not know what Sir C. Metcalfe had done since 1827. To address him now therefore, would be to address him as Governor of Agra,—and this in anticipa- tion of conduct they could not guess. It would be what some might approve, to worship the rising sun. (No—no—from Mr. Plowden, who rose to protest his independence.) He (Mr. Turton) did not challenge the independence of any man, but they deceived themselves if they thought that a laudatory address before-hand would be otherwise regarded in England. He believed there were large masses in Calcutta who would object to any ad- dress that could be framed; but as for himself, any *private* address intended by those who were present, should meet with no opposition from him (Mr. Longueville Clarke—"nor support neither.") Thus called upon, he would not conceal his intention not to join in such address; but his objection was pure- ly on public grounds.

Mr. Turton read a resolution to the effect, that a Meeting of the inhabitants on this occasion be dissolved, being both ill timed and unnecessary. The resolution was second by Mr. Brightman, Mr. Dic- kens rising also for the same purpose.

Mr. Pattle said he hardly hoped for the same at- tention which Mr. Turton's eloquence had com- manded, as it always did. It was noble in Mr. T. to express his sentiments freely, and he rejoiced that it could no longer be said that there was not an independent man among them to oppose an ad- dress. Mr. Turton had admitted that Sir Charles Metcalfe, for his hospitalities and benevolent dis- position, was entitled to a compliment from his *friends*, but he (Mr. T.) would oppose *any* ad- dress. Those who proposed the Meeting had not intended to mix up Sir Charles Metcalfe's public with his private character, and it was also his (Mr. Pattle's) wish to have avoided allusion to the former: but he could not suffer to pass with- out remark Mr. Turton's assertion, that the c.n- duct of statesmen in India was unknown to the public. The deliberations of Council were un- known, but their acts were known and could be appreciated. He would mention two or three which had the full support of Sir Charles Metcalfe —the suppression of that abominable right. THE SUTTEE—THE PRESS had been allowed the freest discussion upon every act of every Member of Go- vernment—Sir Charles Metcalfe had not been in a situation to originate these great measures, but he gloried in supporting them. For The Steam Communication with England, which at length had been carried, the country was indebted to our noble Governor General, but Sir Charles Metcalfe had warmly and largely participated in supporting this measure also. As for the incompetency of the public to judge whether his bounty were fitly bestowed, they saw its application and besides the talents of the individual merited some confidence in his own judgment. Mr. Turton had talked of the constitutions of the Slave Colonies, and lament- ed over the inferiority of that which had been re- cently granted to India. If the latter were so vastly inferior, how was it that the Press had said nothing of the kind? He (Mr. Pattle) was quite sure the more the measures of this Government were canvassed, the more would approbation preponde- rate—he did not allude to particular interests, but to the public at large. He sincerely believed the address that would be offered to the Meeting, was one that would offend no opinion whatever, He would propose the following amendment to Mr. Turton's motion.

"That an address be presented to Sir Charles Metcalfe, expressive of our high appreciation of his eminent virtues."

Mr. Prinsep rose to second the amendment. He did not mean to say any thing in praise of the form of Government. His opinion of the Act was as bad as Mr. Turton's—the Government given to India was the least liberal Government that could have been given. He also agreed with Mr. Turton, that this was not the time to address Sir Charles Metcalfe on public matters. We had not yet known him as a Chief. But we were now called upon to speak of his private virtues. When about to lose an individual so highly es- teemed, no time was improper to address him. He was sure Mr. Turton himself would join them in doing so. Giving due credit to the public spirit of his friend (Mr. T.) he must remind him that high public feeling was was not confined to him. The private virtues of a public man were public property. In spite of Mr. Turton's ingenuity, he (Mr. Prinsep) trusted the Meeting would not by bamboozled out of their senses. If the private characters of public men were not subjects of public approbation, there was an end of public virtue. What widow and what orphan had ap- pealed in vain to Sir Charles Metcalfe! What institution had not received his bounty, or patron- age? While left alone in Calcutta in charge of the Government, hospitality was not his duty, but it had been his pleasure. The hospitality of Sir Charles Metcalfe was the nucleus which had kept society together, in times of commercial distress when it threatened to fall to pieces. The meeting was afterwards addressed by Mr. Dickens, Mr. Sutherland, Mr. Turton and Mr. Pattle, but we have not time to give their speeches. On the amendment being put, a very large majo- rity appeared in its favor, but Mr. Turton in- sisted upon a division which caused half an hour's delay. The numbers for the amendment were then found to be 121, and against it 77, *besides* 20 *boys from the Hindoo College, all of whom seem- ed miraculously to be of one opinion.*

The following address was then proposed by Mr, Prinsep and seconded by Dr. Grant,—and carried *nem. con.* with the understanding that it was to be signed by the Chairman:—

To His Honor Sir CHARLES THEOPHILUS MET- CALFE, *Bart., Governor of Agra, &c. &c. &c.*

It is not without a mixed emotion of pleasure and of regret that we have received the announcement of your immediate departure to assume the new and high functions to which you have been called However honorable to yourself and auspicious to the public in- terest the selection which thus removes you from amongst us—however necessary to the organization and due direction of the new Member of our Indi- an system, we cannot suffer you to leave us with- out the warm expression of our esteem and affection, A long course of munificent hospitality persevered in through a period when all around was gloom and despondency—of beneficence that had beamed a- like on public and on private objects—and what is uppermost in our present thoughts, of that in- dividual kindness and courtesy, which are the very life of social intercourse, have so endeared you to us as to make your absence felt to be the deprivation of an enjoyment of which we shall long and fondly che- rish the remembrance, If that intercourse, from which we have derived so much satisfaction, has awakened any pleasurable sensations in your breast, it will be gratifying to your feelings to bear with you this assu rance of our constant regard,—of our fervent good wishes for your health and happiness, and for your progress in that career of honor, of which you have already traversed so large a space,—*Cal. Cour. Dec. 2.*

We understand it is the intention of the Gover- nor of Agra to start for Allahabad about the 15th instant.—*Calcutta Courier, Dec.* 4.

The plates of three more of the Company's Iron Steamers are on board the ship *London*, which arri ved a few days ago, with a pair of Engines for one of them, which is intended for a tug, to be called the *Megna*. The other two are destined for accommodation, and have the names of *Soorma* and *Matabanga* given them in the invoice. The vessels, we understand, will, in all respects, be similar to those of the two classes respectively which have already been put together.—*Ibid.*

The grand Fancy Ball of last night did not dis- appoint expectation. We shall not attempt a full description of it, but merely state, that the outside of the Town Hall was tastefully illuminated, and the Stair-ease and Ball-room were profusely de- corated with garlands, and festoons, and busts, and appropriate escutcheons and other devices, in very excellent taste—nothing overdone. The *dais* at the upper end of the room exhibited the arms of Sir Charles Metcalfe, set off with crimson and white muslin drapery, prettily festooned from side to side, and underneath there were several large pier glasses, so placed behind the seats as at a little dis- tance to double the apparent length of the colon- nades and the gay scene between them. At the op- posite end a starred crimson curtain for a time concealed the place used as a stage for the Reuni- ons, and many persons regretted the *loss* of so much space for the company as the crowd increased; but shortly after the Governor Agra entered the room at half-past ten, the curtain was drawn and opened to view a very pretty scene, representing the *Taj*, as seen across the river, with a mural Crown and the Charter, and the usual paraphernalia of authority, thrown together in the foreground. An ivory model of the *Taj*, executed same years ago and well known in Calcutta, had been procur- ed for the purpose. After a while the curtain fell, and the dancing was resumed; but before supper another signal called attention to the rising cur- tain, which again displayed the same view of Agra' with the addition of a fleet of boats arriving; and presently appeared a steam boat with its funnel smoking away, (*real smoke*), and a salute from the ramparts, contrived with gunpowder made for the purpose without sulphur, (that the ladies might not be stifled, as they were by the pyrotechnics last January) announced the landing of the new Go- vernor. (It was unlucky that the *Taj* could not, even by poetic license, be supposed a building of Allahabad instead of Agra; but we hope the inha- bitants of the former will not take it in high dud- geon, that the more picturesque town was chosen as the locality of the scene of this display. At the same time tiny rockets were ascending their twen- ty feet into the air, and little flowerpot five works were adding to the illumination on either side, and in the garden of the *Taj*, a diminutive fountain was playing, which we fear but few people were aware of. It was altogether a very pretty exhibi- tion, and there was a considerble press among the Ladies to get a near view of it. The dresses of these, we must not omit to say, did ample honor to the occasion. The suggestion of the Stewards that the *colors* of Sir Charles Metcalfe should be worn, was adopted by all; and the tasteful manner in which those colors were employed in fancy attire, to win the ad miring gazes of the self-called *Lords of the Creation*, it is far beyond our pretension to describe. The proportion of men in fancy dresses was also considerable. We need not add, that the room was filled, and filled too with a company which appear- ed all happiness. The Governor General was not present, his Lordship's health obliging him to a- void late hours; but Lady William Bentinck en- tered the room before ten, accompanied by the Go- vernor of Madras, and remained for the supper, which was announced at about half-past twelve. Sir Charles Metcalfe arrived at half-past ten as previously arranged, and was received with all the honors. His health, the toast of the evening, was proposed by Sir J. P. Grant, who presided at the sup- per table, and was acknowledged by Sir Charles in a very happy manner. We were not near e- nough to catch very sentiment—much less the words of each sentence though slowly delivered and with much emphasis and feeling. His speech was made to turn upon the superiority of all pleasures deri- ved from female Society, and to express the parti- cular gratification of being thus honored by the La- dies of Calcutta. In conclusion, Sir Charles propos- ed the health of Lady William Bentinck, which was justly received with as much enthusiasm as that of the honored guest himself. The health of the Governor General followed, with the usual hip- hips and hurras. These were the only toasts given. Her Ladyship then retired from the hall, and the dancing was resumed up stairs, and kept up till a very late hour—even till the approach of dawn.

This fete will be long remembered in Calcutta as the most brilliant of what we shall term *modern* times—and long may it be remembered, as the justest tribute ever paid by the society to its most generous patron, its most virtuous and (always excepting the ladies) its brighest ornament!—*Cal- cutta Courier, December* 5.

DELHI.

LAHORE. *Camp Kaleh Nugul.*—A Shooqa was dispatched to Koonwur Shere Singh, ordering him immediately on receipt of it to have the troops with him dispatched across the river Rawee.

His Highness observed to Raja Heera Sing that Meean Oudho Sing, the son of Raja Golab Singh, had rendered himself efficient and expert in disci- pline and tactics, and advised him to apply himself to that study.

Sheo Churun *Boogga* (the scourger) represented that certain Sheikhs having cut the standing corn, he had apprehended them. His Highness ordered him to have their faces blackened, and sent all round the neighbourhood, mounted on asses, that people might take warning, and no one else be guilty of the like in future.

His Highness ordered Peshoura Singh and Mool- tana Singh (his sons) to proceed to Soulkote and have supplies of grain accumulated; adding that the Sirkar's camp would follow them there.

A Shooqa was dispatched to Kishun Chund, the Sirkar's Vakeel, ordering him to acquaint Captain Wade that sirdar Bussawa Singh was about to be dispatched with Dewan Singh the *Muatimud* of Raja Sungut Singh of *Jheend*, to receive and bring in the Raja.

Sirdar Teij Singh, the Mookhtar of the army, having represented that the troops had been cross- ed over the river at fords, His Highness ordered him to enjoin the troops strictly not to injure the cultivation.

A Shooqa was despatched to sirdar Hurree Singh Nulwa intimating that the sirkar's camp had crossed the rivers *Rawee*, and would soon reach the banks of the *Chenaub*, and instructing him to give intimation whenever the sirdars Dost Mahomed Khan and Sooltan Mahomed Khan &c. should evince any intention of commencing offensive ope- rations, when His Highness would march to Peshawur.

A Shooqa was dispatched to Monsr. Ventura, the French officer, ordering him to attend immediately on receipt of that order, and intimating that the command of the Battalions would be again vested in him as usual.

His Highness ordered Monsr. Court to make his battalion go through its evolutions in the presence, and at the same time issued orders to the Daroghas of the stables, the *Fee khana* and *Furash khana* &c. to have the state horses, the elephants, and Furash- khana crossed over the river, and to wait on the other side.

A Shooqa was dispatched to Kishun Chund, the sirkar's Vakeel, ordering him immediately on re- ceipt of the Shooqa, to obtain leave of Captain Wade and repair to the presence.

Two horses sent by sirdar Hurree Singh Nulwa, having been dispatched by His Highness, were dis- approved of and sent back with a message that their value would be taken in their stead

Sheo Churan *Boogga* having seized 4 or 5 Sikhs who had cut the crops, had their faces black- ened and turned them out of camp.

A petition was received from Monshee Ramdoss, representing that Koonwur Nownehal Sing was as usual occupied in superintending the assessment and collection of the revenues of Peshawur, and in expediting the construction of the Fort of *Shum- shere Gurh*; that the sirdars Dost Mahomud Khan and Sooltan Mahomud Khan, &c. had prepared two horses to send from Cabul for the Koonwur, which were expected to be dispatched soon; and that the fever and ague had abated in that Province.

A Shooqa was dispatched in reply ordering him to write constantly about the affairs of that part of the Country.

His Highness having observed to his courtiers, in the course of conversation that the Zumindars and Ryuts were never grateful to the ruler of the country, and never paid the revenue without being harshly dealt with,—the courtiers replied it was very true.

SHEKAWATTEE FIELD FORCE.

TO THE EDITOR OF THE DELHI GAZETTE.

Sir.—Yesterday the camp moved about 7 miles to Baee, and this morning we came on some 5 or 6 miles more, towards Khundela. I send, herewith, a rough sketch of the country that you may under- stand where we are.

Yesterday we encamped within a short distance of one of the Forts that was to have been destroyed. It has escaped, owing to an opinion entertained by Major Alves, that it is a mere ruin; and its ex- ternal appearance, when viewed from a distance, certainly justifies his opinion—but, though the *Rowney* is ruinous, the main walls and Bastions are perfect, and there are some 50 stont rascals in it, who, though perfectly civil to those who went just to *look* at the place, would scarcely consent to let it be destroyed by an Engineer, unsupported by the presence of troops. I have some idea that a party will have to move back and see the job done—but this is *mere surmise* of mine. One thing, however, is very certain—and that one thing is, that little is known here about Shekha- wattee.

The Natives assure us that we shall not even *see* a "Decoit," in the course of our travels; that they have been warned, by the Chiefs, under whose protection they resided, to make themselves scarce for the present, but that as soon we are out of the way they will all return to their old tricks! Whe- ther Khundela is, or not, to be destroyed. I am una- ble to inform you. It is distant about 14 miles, nearly N. by E. of us, and apparently must fall in our route. It stands on a hill which at this dis- tance seems to be nearly a cone, but it is so small that the naked eye could not (at least mine could not) make it out.

We appear to have fairly entered the hilly coun- try. Within a few hundred yards of camp we came through a sort of pass, which rather incom- moded our columns. The country, though gene- rally barren, is picturesque; and the roads, being little frequented, are not so heavy as those between Rewarree and Sambre. Long marches would, however, be very disagreeable, for the ground is covered with *bier* bushes and burs; and the co- lumn of guns, occupies the road. Our sections march through the *jungle*, and if you ever saw a horse used in drawing a bathing machine, you may form some idea of the way in which people clad in loose pantaloons are forced to lift their legs when marching thro' *bier* bushes!

Major Irvine went to survey Danta two days ago, but has not yet returned. We saw it about 6 miles distant on our left during yesterday's march. It is a small *pucka* Fort, on a detached hill apparently, and Ramghur, which is dependant on it, stands on the plain, at a considerable distant south.

Is this an unusually hot season with you at Del- hi, Mr. Editor? *Here* we are, and have been for some days, absolutely oppressed by the heat of the days; while the nights are cool enough. I have no Thermometer in camp, but should guess the tem- perature to vary from 48° to 84° during the 24 hours. It was intended yesterday to make this morning a march of 11 miles, to a place called Cutchoua, but, at dinner time, the hour of march was changed from 5 to 6 o'clock, and the stage shortened. To-morrow I suppose we shall go to Cutchoua, but there is no "*Teckanna*" here!

NICHOLAS TOWNSHEND.

Camp Samla, 26th Nov. 1834.

EUROPEAN INTELLIGENCE.

MINUTES OF EVIDENCE.

TAKEN BEFORE THE SELECT COMMITTEE ON STEAM NAVIGATION TO INDIA.

THE RIGHT HONORABLE CHARLES GRANT, IN THE CHAIR.

Thomas Love Peacock, Esq., called in; and Examined.

What office do you fill?—Senior assistant exa- miner in the East India House.

Have you turned your attention particularly to the subject of Steam Navigation in India and between India and Europe?—I have.

Since what time?—Since the beginning of the year 1829, when Mr. Waghorn was in Eng- land. The Chairman of that day spoke to me up- on the subject, and asked me to look into the whole question.

Can you inform the Committee what has been done with respect to Steam Navigation by the route of the Cape of Good Hope?—Nothing has been done but the voyage of the Enterprize. I gave a detail of that voyage to the East India Fi- nance Committee in March 1832. She left the land on the 16th of August 1825, reached Calcut- ta on the 7th of December 1825, that was 113 days (of which she was 103 actually under weigh) from the land to Diamond Harbour; she used both sail and steam. The greatest run by sail in 24 hours was 211 miles, the least 39: the greatest by steam, assisted by sail, 226 miles, the least 80; the greatest heat in the engine room during the voyage was 105 degrees, the air at the same time being 84 degrees and a half; the total distance was 13,700 miles, and the consumption 580 chaldrons of coals, being nine chaldrons per day for 64 days, the rest being under sail; the engines were 120 horse power; the speed of the engines in calm weather was eight knots an hour, the log given nine from the wash of the paddles. The speed of this voyage was not considered sufficient to warrant the expense and trouble; and it does not appear that any very much better results can be expected, because of the difficultjes of getting relays of coals, and the time that must be wasted in getting them.

What is your opinion of the practicability of this route?—It is generally practicable, but I think not within any reasonable time to pay for the ex- pense of it.

Were there not particular circumstances which made that experiment not a fair one?—There was a great deal of delay about the coals; they had not made proper arrangements; the vessel was not of sufficient power, she was of 470 tons measurement, and about 120 horse power; the proportion of ton- nage to power being four to one, which is consi- dered by most practical men too great a proportion of measurement to power, and Captain Johnston was disappointed of falling in with the north-east trade; he expected to find more available winds than he experienced. She started in the middle of August; after the season.

Have you any recollection of the Falcon which went out nearly the same time?—I have not.

What has been done on the route from Bom- bay to the Red Sea and Alexandria?—There have been five voyages of the Hugh Lindsay, all taken in the time of the north-east monsoon, in the most favourable time; the earliest month in which she left Bombay was December, and the latest March; the details of the four first of those voyes are in Captain Wilson's pamphlet.

What is his opinion of this route, taking the whole year round?—There has been no experi- ment made in the south-west monsoon; the opinion of Captain Wilson is, that it would be impossible

during that monsoon; that is to say, that it is not absolutely physically impossible for a very powerful steam vessel to do it but that the time occupied, and the wear and tear would be so great that it amounts to a moral impossiblity.

That during a certain number of months there would be no passage to Suez in that direction?—He says, certainly during July, August and September, and perhaps not in June.

What are the facilities of transit over the Isthums of Suez to Cairo, and from Cairo to Alexandria?—The facilities are very great; there are abundance of camels from Suez to Cairo, and from Cairo to Alexandria, there are also dromedaries and donkeys, and horses are to be obtained. There is also the Nile to go round by Rosetta all the year; and during a part of the year the canal from Cairo to Alexandria, which is available only in the high waters.

That is open and navigable now?—In the high water it is navigated now.

Have you considered the practicability of reopening the canal from Suez to the Mediterranean?—The French took a survey of that line, and they considered it practicable; they estimated the expense at 1,200,000*l.* for all the operations which they considered necessary to complete the communications from Suez to the Mediterranean, of which about 700,000*l.* was for the canal from Suez to the Nile. About one-third of the whole is in existence, under the name of the Basin of the Bitter Lakes: the communication was from Suez to the Pelusiac Branch of the Nile, which then went into the Mediterranean by Pelusium, now called Tineh; that channel is dried up, the canal of course could not be carried to the same point without opening the Pelusiac Branch of the Nile; it goes in an angle from Suez to where the Pelusiac Branch crossed from near Cairo to Pelusium.

What is that distance?—The direct distance is less than 100 miles from Suez to the Mediterranean.

What is the distance to that branch which is now dried up?—It would be about 60 miles; it is not so far as Cairo, which is 70 miles.

There is said to be a difference in the level of the sea?—Yes: the French survey made the Red Sea 30½ feet higher than the Mediterranean; the high water of the Nile at Cairo is 10 feet higher than the level of the Red Sea.

From what other part of the Red Sea are there facilities for transmit to the Nile?—From Cossier 120 miles to Ghenna on the Nile. Cossier is nearly 300 miles below Suez, in the Red Sea; and the most difficult part of the navigation is the Gulf of Suez, except in two of the winter months, when the south wind blows in that Gulf; for 10 months in the year the north wind blows down with great force. The Hugh Lindsay in one of her voyages could not get to Suez, and she stopped at Cosseir.

Is Cossier a port of extensive resort for vessels?—Yes, it is not a good port; they cannot lie in it in all the winds, therefore it is not so good a port as Suez; it is the port which the ancients called Myos Hormus, and which the Romans never used after they had discovered or established Berenice.

Where is Berenice?—It is 200 or 300 miles lower down the Red Sea than Cossier. There was sufficient water in the dessert route to it formerly. It is now mere ruins; it is the best harbour accessible to the Nile: it has never been used since the time of the Romans.

How far is Berenice below Cossier?—I should think it is nearly 200 miles below it; it is in the bottom of what it is called Foul Bay.

It is near Suakin?—Saukin is much lower down; it is on the coast of Nubia. The Nautilus was wrecked in that vicinity last winter. Captain Bourchier who was carrying Despatches, found his way to the Nile, in Nubia, and then came 600 miles on camels to that part of the Nile, we should go to from Berenice.

What is the distance from Suez to Cairo?—Seventy miles.

Is there not a plan of a railroad there?—It has been said that Mahommed Ali intended making one, and that he had set about surveying the ground for the purpose, but I should think that there would not be one; that it would not pay.

Could it be kept clear?—Not without being watched every quarter of a mile.

Had he an engineer there?—An English engineer, Mr. Galloway, was out formerly; I do not know who is there now.

Is not the sand more solid there than on the other side of the Dessert?—Yes so much so that the bed of the old canal from Suez may still be traced as a deep ravine that persons may ride up for miles on horseback. I do not think there will be any difficulty in keeping it clear; but it must be watched every quarter of a mile to prevent mischief. The Manchester Railway is watched every quarter of a mile.

Would the sand prevent that road answering?—No; I think it could be kept clear with very little difficulty. On the side of the Libyan Dessert the winds blow mostly from the westward, therefore the sands of the Libyan Dessert are almost constantly rolling on Egypt and the Mediterranean blowing towards Suez, it has only to disturb about 70 miles of sand.

Supposing it were determined to carry into effect the steam navigation of the Red Sea, what means would you recommend for effecting the object in the most efficient manner?—I should recommend the establishment of four steam vessels, of not less than 160 horse power, or rather 200 power, with a proportion of tonnage to power not exceeding three to one. Sir Pulteney Malcolm recommends 100 horse power and 400 tons measurement; but with one exception, all the practical engineers I have consulted upon that subject, think that those vessels would be exceedingly inefficient, that they would not answer at all. Mr. M'Gregor Laird, who has had as much experience as any man in this country, thinks he would not have more than two and a half for the proportion of tonnage to measurement. He says that at Liverpool they have for some time past been increasing their power in proportion to tonnage.

What do you suppose would be the expense of adopting this plan?—I should think it would cost 100,000*l.* a year to maintain four steam vessels; supposing we did every thing to our power in this country, and it were done in the most economical manner: if it were left to the Governments in India, I think it would cost double that sum.

Have you a calculation of the expense with you?—No, I have not; but I believe I can state the particulars. A vessel of 600 tons measurement might be built completely fit for sea, at about 22*l.* a ton: that would be 13,200*l.*; engines of 160 horse power, with copper boilers, which they ought to have at that distance from this country, would cost 12,000*l.*; the establishment and provisions of the vessel would be 400*l.* a month; according to the Indian plan they require highly confidential men, men of naval rank, to command them; the establishment and provisions would be 4,800*l.* a year. The coals of the Hugh Lindsay have cost in every one of her voyages 5,000*l.* on the average.

What power is she?—One hundred and sixty horse power. Then there is the mount to be allowed as an annual charge for capital sunk, and interest and insurance and repairs and renewals, that is to say, an annual amount calculated to create and perpetuate the property. I have consulted many practical engineers upon the subject; they are of opinion that this charge must be at least 25 per cent. on the cost of the vessel and engines, that it could not be less than that; 25 per cent. on 25,000*l.* would be 6,250*l.*; if you put those annual charges together, 5,250*l.* 4,800*l.* and 5,000*l.* for each voyage, which, supposing each of those vessels to make two voyages, is 10,000*l.* for coals, the total would be 21,000*l.*; that is less than I said; but I should take a higher power, in the proportion of one to three; 200 horse power would add about 3,000*l.* to the cost of the engines. The expense of sending out the vessel under sail to India would be 1,200*l.* Then threre are agencies and incidental expenses of many kinds. It would not therefore be safe to assume less than 25,000*l.* per annum for the cost of each vessel; 100,000*l.* a year for vessels. There is much loss of coals, and sometimes of sailing vessels which convey them. The first cargo of coals sent to the Red Sea was thrown overboard in a storm, and the last sailing vessel that went to the Red Sea on steam business, was wrecked off Nubia.

What would be the result as to time throughout the year?—I think, with every thing properly arranged, supposing it practicable in the south-west monsoon, taking the Hugh Lindsay's voyages as the standard, that a very powerful vessel might get from Bombay to Suez in 25 days on the average.

How long would she take to return?—I think about the same. The Hugh Lindsay has been as nearly as possible the same time in returning as in going.

How many trips would the four vessels make in a year?—Two each; eight in all.

Do you think any returns might be anticipated for postage and passengers?—I thing nothing to pay the expense; something certainly, but not above one-fourth at the utmost.

Does not the subject of Steam Navigation excite very great interest in India?—Yes, very great in all the presidencies all over the country.

Can you state what has been done at the presidencies?—There have been subscriptions, amounting to about 15,000*l.* in Bengal, 8,000*l.* in Bombay, and 4,000*l.* at Madras.

Is the interest confined to Europeans?—Many natives have subscribed, but it is not clear whether they take an interest in it, or whether they subscribe to oblige other persons; it was first proposed to make over the whole of the fund to the Bombay Steam Committee to purchase a steam vessel, and carry on the communication at their own discretion from Bombay; a deputation waited on the Governor-general to request his assistance, and he proposed that the Bombay Government should lend the committee the Hugh Lindsay; that the establishment and the fitting of the Hugh Lindsay should be at the expense of the Company, and that the coals should be provided by the Committee. This arrangement was to be subject to the confirmation of the authorities at home. The Bombay Committee declined to accept the loan of the Hugh Lindsay, on the ground that her coals would very soon consume the whole of their funds, that they had already had a sufficient experiement of what could be done by her, and that they wished to try what could be done by a cheaper vessel. The Calcutta Committee took offence at this, and determined to carry on an independent experiment. Then, on another application to the Governor-general, he agreed that the Company should defray the hire and establishment of the Forbes steamer for three voyages in the year.

What is her power?—One hundred and twenty horse power, 400 tons measurement; she was built in Calcutta, belongs to Mackintosh and Company. The Government was to pay 4,000 rupees a month for the hire of the vessel, and take upon itself all the expense, except the coals; in consequence there has been a Despatch from Bengal to inform the Court of Directors that the Forbes would sail on the 1st of May last from Calcutta for Suez, going round Point de Galle. Captain Wilson thinks this an impracticable project, and Captain Johnstone goes a good way in saying the same. The Bengal Government say that this vessel is expected to reach Suez in the first week in June, that is in 31 days. The Hugh Lindsay has taken on an average 31 and 32 days to go nearly 2,000 miles less, in favourable season, than they expect this vessel, which is of inferior power, and not so good a vessel I believe to go against the south-west monsoon. I should think nothing would come of this project; I doubt whether she will ever reach Suez at all. I think she will find it impossible with her tonnage and her power to go from Point de Galle to Babelmandel against the south-west monsoon. At the same time of year, in May 1829, the Enterprize was to be sent round Point de Galle, in order to go to the Red Sea the next season. When she got to Point de Galle she could not round it, and was obliged to return to Calcutta. There is a strong adverse wind and a heavy sea the whole distance from the coast of India to Cape Guardafui; the difficulties are even greater past Socotra, when the wind is west and directly ahead; and at the same time the prevailing winds within the Red Sea are strong gales from the north and north-west.

Do you think the plan would fail?—I do I think they will expend all their money, and it will remain to be done if at all, as a Government measure. I think that is the only way in which it can be done; that it will never pay private individuals

Do you speak now of the Steam Navigation from India generally, or only of that course?—I speak of the Red Sea Navigation, whether from Bombay or Calcutta; I think it must be done by the Government, or not at all.

Is the navigation by sailing vessels practicable, both ways, in all seasons?—There is no evidence of any sailing vessels going from Bombay to the Red Sea in the south-west monsoon that I have been able to find; the only instance I find of a departure for the Red Sea from Bombay was the 31st of July last, when the Company's surveying vessel, the Tigris, sailed for the Red Sea.

What is the prevalence of the south-west monsoon?—From May to October; the difficult time from Bombay, according to Captain Wilson, is July, August and September; he thinks May and part of June practicable, but not July, August and September; others think that May and June are not practicable. The Arab vessels that trade from the Red Sea to Bombay to only in July. August a round voyage, going to Calcutta and elsewhere: they return with the north-east monsoon. I have asked many nautical men and others about the practicability of sailing vessels getting to the Red Sea in the south-west monsoon, and I have heard many assert that it is very practicable, and has been often done, but I have never been able to get the name and date; I have heard it asserted, but never have been able to get a single instance. I remember a person exceedingly conversant with these things, when Captain Wilson's pamphlet was first received here, saying, it is an erroneous opinion that you cannot get to the Red Sea in the south-west monsoon. I will bring you half a dozen instances to the contrary in half an hour; he came to me in half an hour, and said that all the instances he could find were to the Persian Gulf.

What has been done by the way of the Persian Gulf and the Euphrates?—Nothing has been done, except that there have been some examinations of the River Euphrates, but nothing done towards establishing Steam Navigation on that river.

Have you turned your attention to that route?—Yes, I have very much; first, in the beginning of the year 1829, and continually from that time to this.

What is your opinion?—I think that it is perfectly practicable physically; that if there are difficulties, they are political.

What would be the route?—From Bombay to Bussorah, which might be done in one run with a vessel of proper power, 1,600 miles.

How many days would that take?—I should think ten days. The next step is to have a river steamer from Bussorah to Bir, which is 1,100 miles by the winding of the river; from Bir to Aleppo and Scanderoon is about 170 miles; at Bir the route would leave the Euphrates and be by land to Aleppo and Scanderoon; the nearest route from Bir to Scanderoon is 120 miles over the mountains, but that is not thought practicable at present; the nearest point of the Euphrates to Aleppo is 100 miles lower than Bir, that is Beles it is only 1,000 miles from Bussorah, and would be preferable in every respect, except that there is said to be a very fierce and wild tribe of Arabs on the route to Aleppo, and that it is desirable to go a hundred miles out of the way to avoid them.

Have you collected any information respecting the ancient navigation of the Euphrates?—Yes; first beginning with Herodotus: he mentions the freight of the boats that bring the produce of Armenia to Babylon to be 5,000 talents in weight, which would be about 128 tons, the freight of the largest Thames barges. These were boats only for the voyage to Babylon, and were there broken up they were either coracles on a large scale, or rafts surrounded by, and floated on, inflated skins; when they brought a cargo to Babylon, the wood of which they were composed was sold, and the skins were carried back by land on asses, which had been brought down in the boats for that purpose.

Was the trade great?—A very great portion of the supply of Babylon was from Armenia. Herodotus speaks of the vessels as being very numerous, but of its being impossible to return by any mode of navigation, on account of the force of the stream. I mentioned 5,000 talents in weight, Beloe translates it 5,000 talents in value. If that was the silver talent only, it would be one million sterling, which is impossible for a single boat load of the produce of Armenia. The next ancient account of the navigation of the Euphrates which I wish to notice, is the expedition of the Emperor Trajan; he constructed a fleet in the mountains of Nisibis, and floated it down the Euphrates. Gibbon says he came down the Tigris. It would be easy to demonstrate that Gibbon was misled by an article by Monsieur Freret, in the Memoirs of the Academy of Inscription; but going over the text of Dio, which is the principal authority we have upon the subject, it is very manifest that it was the Euphrates, and not the Tigris, that Trajan came down. The next is the expedition of the Emperor Julian, who followed the route of Trajan: he came down the Euphrates from the mountains of Nisibis also; his fleet consisted of 1,100 vessels, 1,000 vessels of burthen, 50 vessels of war and 50 for constructing bridges. Ammianus Marcellinus, who was the historian of the expedition, and was in it, says this fleet made narrow the most wide river Euphrates. *Classis latissimum flumen Euphrates arctabat.* And this was in reference to the upper part of the river, where all the difficulties are supposed to exist. Both these expeditions were in the spring, March and April; they began

the descent of the riv[illegible]

What are the periods [illegible] begins to rise in March [illegible] the begioning of June; at [illegible] where less than 12 feet in the [illegible]

What is the present navigation [illegible] There is a great deal of navigation [illegible] to Hillah, the ancient site of Babylon; [illegible] none now above Hillah, in consequence [illegible] turbed state of the country. In the time [illegible] Elizabeth there were many merchants of En[illegible] who went by that route, which was at the ti[illegible] high road for travellers to India: there was a regular fleet of boats for the voyage kept at Bir. Merchants from England, Fitch, Eldred, and several others, describe their having gone with merchandize from the Mediterranean to Bir, and in large companies. They put this merchandize on board the vessels at Bir: they say, "these boats be but for one voyage, for the strength of the stream makes it impossible to return;" and with this merchandize they went down the Euphrates to Felugia; thence to Bagdad, then down the Tigris to the Persian Gulf, and so to India.

What was the route they took from the Mediterranean?—They mostly went from Latichea. There are many old travellers who describe the voyage down the Euphrates, and none of them speak of any physical obstructions; they say that they apprehend the Arabs to be very great thieves; that they would steal a casket from under a man's head while he was asleep; but they do not speak of any violence from them.

What is the present state of the navigation?—There is a great deal of navigation from Bussorah to Hillah, but none that we know of beyond that point at present, owing to the disturbed state of the country.

In what sized boats?—They are boats that draw five or six feet of water from Bussorah to Hillah; there is no difficulty in navigating up to Hillah; there is a towing path all along; the difficulty is above.

It is by tracking they carry it on now?—Yes, there are places where they could row, but they find tracking more easy.

What is the strength of the stream?—The average strength is about three miles an hour; there are places where it is said to be seven miles an hour; in the marshes of Lemlum it is only one.

When is the greatest strength; in what month?—The greatest strength of the stream must necessarily be in the highest water in May; but at that time there is the deepest water for navigation.

What is the strength of the current in May?—I should think four miles an hour on the average.

Should you think the Euphrates adapted for Steam Navigation throughout the year?—I should think certainly for eight months of the year; the other months, the four months of low water, should be made the subject of experiment; but I have no doubt of eight months.

It appears that we know very little of modern navigation from Bir to Hillah?—Very little; there has been none of late years; but Captain Chesney has surveyed a great part of that river, and Lieutenant Ormsby, also, the greater part of it.

What are the facilities of transit to the Mediterranean from Bir?—There is a good road, and abundance of camels from Bir to Aleppo, and from Aleppo to the Mediterranean.

What would be the best port?—From all I know of Scandaroon, that appears to be the best port; it was considered very unhealthy from the marshes; but Ibrahim Pacha has been draining the marshes.

Do you consider the route by the Euphrates would be at all dangerous from the interference of the Turks and Arabs?—The Turks I think would do every thing in their power to assist us. With respect to the Arabs, Captain Chesney and others who have been there, can speak better to the point than I can.

Would there be any political or other advantages in our opening the line of the Euphrates?—I think it would be highly serviceable, if possible, to prevent Russia preoccupying us; it would be exceedingly easy for Russia to follow the steps of Trajan and Julian, construct fleets in Armenia, and float them to Bussorah; they have the possession, at least the command, of the Armenian part of the Euphrates now.

Would there not be more danger to be apprehended from the Russians, from their making use of the Oxus and Caspian, than by making use of Bussorah, where they would be met by the nation which happens to have the pre-eminence at sea?—But the pre-eminence at sea is not a talisman; it is to be kept up by constant watchfulness and the exertion of adequate force. I know there is danger by the Oxus, but there is also danger by the Euphrates, and I would stop both doors, if I could.

You adverted to that subject in your examination before the East India Committee, have you turned your attention to it since?—Yes, I see no reason to alter the opinion I then gave. The first thing the Russians do when they get possession of, or connexion with, any other country, is to exclude all other nations from navigating its waters. I think therefore it is of great importance that we should get prior possession of this river.

Is it your opinion that the establishment of steam along the Euphrates would serve in any respect to counteract Russia?—I think so, by giving us a vested interest and a right to interfere. If they should make a treaty with the power it belongs to that none shall navigate it but themselves, we should find it a more difficult business. They have been long supposed to have designs on Bagdad; they have had emissaries there a good while; the Pachalick of Bagdad is a very valuable possession, and would pay for protecting it, either to them or to us.

Do you think it desirable that the whole countries in the line from Scanderoom to Bussorah should be under one Turkish Government?—I think it would be very desirable, for it would preserve the peace of the river, and get up a power which it would be difficult for Russia to oppose.

How much is it divided?—The river little. Ibrahim Pacha has a small part of the country about Bir; all the rest is under the nominal sovereignty

[illegible]cha of Bagdad holds the [illegible] under the Sultan. He has [illegible]e Arabs lately; they attack- [illegible] country is in a very disturbed [illegible]rkish Government would keep it in [illegible]gorous Government, like that of Me- [illegible].

[illegible]ere any supply of fuel on the Euphrates?—[illegible] is a great deal of wood in the parts above [illegible]ylon, and there are fountains of bitumen at [illegible], which appear to be inexhaustible. Hit alone [illegible]pplies the whole of the demand of that country. It is supposed that wood and bitumen mixed would make as good a fuel as possible for furnaces of any description.

How would coal if required be supplied for the Euphrates?—If coals were sent direct from England to Bussorah in sailing vessels, I think it would be cheaper than by sending through the Mediterranean; the best way would be to send it out as the Court did to Bombay last year: 500 tons of Llangennech coal were sent in a vessel chartered for the purpose direct from the port of Llanelly; the price of the coal was 10s a ton, delivered hand-picked on board, and the freight was 25s., which was to clear all charges except the delivery at Bombay. Coal had never been sent before for less than 60s. per ton, taking all charges together; this coal is besides better than any that had been sent before. Captain Wilson says, the same consumption that before carried him six days and a half carried him with this coal nine days. Some of the commanders of the Mediterranean packets have represented the strength of the Llangennech coal to be as 16 to 11 of the Newcastle. It was upon this report, and for a number of other reasons, the Company tried the experiment of sending it to India, and it appears to have answered extremely well.

Is there any large supply of that coal?—There is a very great supply; there is a large tract of country, called the Great Coal Basin of South Wales; it contains a great quantity of coal of different kinds, and of this sort a considerable portion. There is another Company which has a railroad; their coal does not appear to be so powerful as this. The Llangennech Company said, when they had got all their works completed they thought they could supply any demand that might be made upon them; at all events, they would be able to supply all the demands of the East India Company.

Have you had any experience of the Forest of Dean coal?—No; none at all.

Is the Llangennech coal chosen as peculiarly adapted for steam?—Yes; it was recommended by the commanders of the Mediterranean packets. The Court had a letter from the Bombay Government stating that a great deal of the coal which had been sent for steam purposes had taken fire in the storehouses, that it had done a great deal of injury and was unfit for steam furnaces, so much so that they were quite certain no private individual would have thought of purchasing it. On the receipt of this letter inquiries were instituted in all quarters. I wrote to Messrs. Maudslay and others, requesting their opinion of the different kinds of coal used for steam furnaces, and especially asking their opinion as to this Llangennech coal, of which I had heard before, and of the coal which had taken fire. A young engineer, who went out with the last iron boats, went round to several of the great breweries and engineers and got their opinions about all sorts of coal. The majority of opinions were that the Llangennech coal was the best for steam purposes. There are others very good, but opinions appeared to be unanimous in favour of that; I have since heard one opinion, that the Graigola coal, a Welsh coal from the same district; is better; but the majority of opinions are that the Llangennech coal is the best. Mr. William Morgan told me that he preferred the Graigola coal to any other Welsh coal.

Is it your impression that the Persian Gulf may be navigated at all times from Bombay?—Yes; it is navigated both ways by Arab vessels all the year round. The Company's cruizers often make a direct passage in the south-west monsoon, and I believe some of the Muscat vessels have done it; but it is at any rate, whether by the southern or the direct passage, navigated all the year round by Arab vessels.

Is the wind sufficiently favourable to allow of rapid passages?—It cannot be relied on, for the monsoon ceases at Cape Ras el Had. The shortest passage I have seen recorded is six days from Muscat to Bombay.

Can you calculate in what time, supposing all things most favourable, letters could be sent by the Euphrates to Bombay?—I said in my former examination I thought it might be done in five weeks, and I think so still. From London to Bombay, supposing all circumstances most favourable, I would not set that down to a certain or regular thing, but I should say six weeks as frequently probable.

Supposing it were resolved to give a fair trial to the route of the Euphrates, what plan would you propose for carrying on the experiment?—I would propose having two iron steam vessels; a large one, such as the Court has sent to the Ganges; and a smaller one that would draw 16 or 18 inches water, to be built in England, and sent out in a vessel to Bussorah and there put together. I would recommend the experiment to be tried on the rising water, with the stream against her. Certainly, I think all experiments on rivers ought to be made up the stream.

Why?—Because you can easily back off if you strike on a rock or a shoal; but coming down a strange river, if you come upon a rock or a shoal, you can hardly get off again.

What size should you recommend these vessels to be?—I should like, if the river would admit that the large one should be as nearly as possible like those which have been sent to the Ganges; probably they are too long, and should not be longer than 100 or 110 feet. I would propose two engines of 30 horse power.

How many feet would they draw?—Those which have been sent for the Ganges draw two feet; they are quite powerful enough for any state of the river, and it is desirable to have no more draught than is necessary. The smaller should not draw more than 16 or 18 inches. The small vessel should be towed by the larger in going up the deep water as a resource in case of accident; and it would be calculated to navigate by itself entirely in the low water.

What would be the estimate of the expense of that?—The estimate, as nearly as I can make it, would be about 14,000*l.*; but I should allow something for contingencies; that would include the freight to Busssorah, and all the charges of going up and down the river. I would allow 20,000*l.*

Do you include the vessels and the expense of providing them?—Yes, I think 20,000*l.* would cover the whole; be ample; probably it would not exceed 14,000*l.*

Do you think the Steam Navigation of rivers is cheaper than that of the sea?—Yes, a great deal. I should think, without going into particulars, that this is proved by the fact, that the Americans use the navigation of rivers very much and that of the sea very little. There are several reasons for river navigation being cheaper; smaller vessels may be used; there is less knocking about and less damage; there is less expenditure of fuel, which is often found on the banks; and more accessibility to repair in case of accident.

What has been done in the navigation of the Ganges?—The Court has provided eight iron vessels: four tug vessels, 125 feet long, twenty feet beam, with two engines of thirty horse power, and four accommodation vessels to be taken in tow by the tug boats; these were built by Messrs. Maudslay & Co and sent out in pieces to Bengal; that is to say, five of them are gone and three are now going: the last tug vessel is now put together, and will be taken to pieces to-morrow; it may be seen now at Maudslay's wharf, just below Westminster Bridge.

How much does it draw?—Two feet water when it is full loaded; when the first tug-boat was launched it drew only eleven inches water before the engines were put on board; and with the engines on board, with all the weight equivalent to its stores, it drew only one foot eleven inches. In consequence of its answering better than was expected they altered their construction: the beam of the two first vessels was twenty-two feet and they reduced it in the other six to twenty; they are perfectly satisfied that they are right; but has it had answered beyond expectation, I thought they had better have let it alone.

Have you attended to the effect which has followed from the introduction of Steam navigation in the great rivers of America?—Yes: I have found it very difficult to get the measurements and powers of any of the present American boats; there are a very great many on the Mississippi and Ohio, and other rivers. The rivers most interesting to us in trying experiments on the Euphrates or Ganges are the Ohio and the two rivers that form it, the Monongahela and the Alleghany.

Why do you state that that river is the most analogons to the Euphrates and the Ganges?—Because there are rapids in the Ohio which for a long time were considered insurmountable; the first boat that attempted it failed in the experiment, and put her passengers on shore to go over-land; they afterwards succeeded in passing those rapids near Louisville; they have since made a canal. It would be desirable to know what was done with respect to those vessels, and what was their draught. There are steam-boats that navigate the Monongahela that draw only 16 or 18 inches water, and they go up that river as far as it is possible for steam-boats to go, I think what those boats do can be done on the Euphrates in the lowest water and in the worst possible state of that river; I think that whatever is done there can be done on the Euphrates.

Are not accidents very numerous in the American steamers?—Yes, from their using high pressure engines, and forcing them up to their utmost power, and racing one with another.

Should you recommend the use of high pressure?—No, I should adhere to low pressure, especially in a distant country.

Are you acquainted with the proportion of accidents from the use of high and low pressure?—No, it is very difficult to ascertain particulars respecting the power of engines in American boats. There have been accidents from low pressure engines by loading the valves Messrs. Maudslay & Co, put only two pounds and a half on the valves; some working engineers will load the valves of low pressure boilers up to high pressure; Messrs. Maudslay render this almost impossible, by having two valves, one under a box with a lock, of which the captain in combination with the Engineer there cannot be an accident from over-loading.

Are you aware of the extraordinary speed said to be attained by the great American steam raft on the Hudson?—It is said to have gone 21 miles in an hour and a minute, with only one engine at work; it was to have two, but when the experiment was tried there was but one completed, and it is said to have gone 21 miles in an hour and a minute in still water.

What was the construction of that raft?—The construction was two long cylinders with parabolic curves, eight feet in diameter in the centre, tapering off to both ends, made of iron hoops planked with wood lengthways, 300 feet long; over these two long cylinders, which were made quite water tight, was laid planking projecting before them and round the sides of them these things floated like bladders, and as the speed increased they rose more and more out of the water, so that the difference of draught when they were in full speed was seven inches less than when they were still there was no resistence whatever, the points going through the water like needles, there was no head wave. They expected, when they got both the engines at work, to go 30 miles an hour; however, that they have not done; the 20 they have done, and I believe repeatedly.

Do you think something of that sort might be applicable to the Euphrates?—It is not clear whether the same thing might be done on a smaller scale; the American inventor is now making one 400 feet long.

Are you aware that steam boats of this kind are about to be launched on the St. Lawrence?—Yes, but not precisely the same; they are to have a bow to connect the two cylinders instead of their being separate, which is to create the very resistance the American invention has obviated; therefore the Americans think the Canadian boat will not answer; they say the Canadians have restored the very difficulty we had got rid of.

What is the strength of the current in the Hudson River;—I am told there is very little current, only about a mile an hour.

What is it in the Mississipi?—The Mississipi runs about four miles an hour.

The Ohio;—That is about the same as the Mississipi, except near the Rapids.

The Monongahela?—I do not know much about that; but it must be rather a rapid and shallow river from the boats employed.

Do you anticipate that the form of the boat which would answer for currents of a mile an hour would answer for currents of four miles an hour?—Yes, I should think it would; that is the form of boat which requires least depth to work in, provided there is sufficient for it not to strike the bottom when it vibrates up and down.

Can you draw any analogy from any of these rivers to the rivers of Asia?—Yes; I think whatever can be done in these rivers can be done in the Euphrates.

Are there any peculiar sources of expense attaching to the steam navigation in India which do not attach to it in other parts of the world?—Yes, there are several; first the very great difficulty of getting fuel: that has been partly remedied by the success of the experiment of the Llangennech coal, but it is very considerable. In hot climates the coal is subject to very great deterioration; every time it is landed it becomes worse and worse; and there is very great wastage. If a captain of a ship receives 100 tons of coal, the Company are satisfied with his delivering 93, and that, *tolies quoties*, till it becomes mere earth, unless it is of the very best quality originally. The only coal that has been found in India available for steam navigation is the Burdwan coal; the power of that as to Newcastle is about five to nine. Though that coal is cheap in Calcutta, yet when it is shipped for outstations it becomes more expensive than sending coal to them from England direct. For any places, except Calcutta, the calculation must be made on English coal. In India they do not understand the management of steam vessels, and they contrive to expend on every steam vessel they have about three times as much as would be expended in England. They repaired the hull of the Enterprise in Bombay at the expense of 80,000 rupees; she was then sent round to Calcutta and found to be in so bad a state, that they repaired her over again at the expense of 40,000 rupees more a new one would have been built in the Thames, hull and spars, for from 7,000*l.* to 8,000 *l.*; therefore they gave for repairing her hull 4,000*l.* or 5,000*l.* more than its prime cost. There has scarcely been an instance of their dealing with steam vessels without similar results; therefore I think it ought to be taken out of their hands and conducted at home, as far as it is possible to be so.

Is that from want of good workmen?—No, from want of knowledge and good superintendence.

Are there not other parts of India in which coal has been discovered?—In many places coal has been discovered; but it is not found fit for steam vessels.

There has been some found in Cutch?—Yes, but that is little better than stone.

There is said to be coal on the Indus?—Yes, and some in the valley of Assam. I stated in my former examination, I had no doubt that coal would be found on the Indus from the general features of the country.

How would you guard against the accident of the spontaneous ignition of coal?—By using only the best coals containing the smallest proportion of sulphur. The Court had brought to its knowledge several instances of spontaneous ignition of coal: three at Bombay, one in a vessel carrying out coals for the Hugh Lindsay, two in private ships at Calcutta, the London and the Roxburgh Castle, and one at St. Helena in the public store-yard, where it was said to have happened several times previously, but it had not been before reported. I inquired of the owners of the Roxburgh Castle what kind of coal they had on board; they told me the Scremerstone Engine coal; I procured a specimen, and found it was full of iron pyrites.

What coal do you recommend as the best?—The Llangennech coal has no sulphur in it; it is always sold in large pieces; it was put handpicked on board the vessel which took it to Bombay. It is not liable to spontaneous ignition; there are three things necessary to spontaneous ignition first, that there should be a large quantity of sulphur; next that the coal should be in a state of powder; and next that it should get wet. It generates a sort of gas, which, the moment it is exposed to the air, takes fire. When they opened the hatches of the London, in Calcutta, the flames burst out; they wondered that the fire had not occurred before. The Captain told me he was certain if they had been at sea 24 hours longer they would all have been lost, and he brought me some specimens of the coal as they took it out half burnt. They half scuttled the vessel; they sunk her in shallow water to extinguish the fire.

Has not this danger been always known?—It has always been known but it has been much more frequently observed since the alteration of the coal laws; when they were brought by measure the coals used to be more screened but now they throw in the dust to make up weight.

Have you considered what rates of postage might be charged between London and India?—Yes; I have heard many complaints about the amount of postage and the Falmouth postage. A letter marked in India post-free, which contained two sheets of paper in a half sheet of paper, was charged 9*s.* 6*d.* I found many complaints of the letters being charged so high, both with respect to circulars sent in that vessel postage free, and with respect to private letters.

In order to accomplish either of those routes, would it be necessary that a Government steamer should proceed from Malta?—If steam navigation is used in the Mediterranean, there should be a branch steamer from Malta.

Upon the whole, to which of the routes should you give the preference?—To the Euphrates.

Will you state your reasons?—That the expense of keeping up the navigation of the Red Sea would be much greater than the probable benefit to this country or to the people of India, politically or commercially; that the navigation of the Persian Gulf certainly, the Euphrates probably, is more certain all the year round; that all our political interests, in the way of guarding against Russia, lies in the Persian Gulf, and not at all in the Red Sea where we have no business, political or commercial, of any importance whatever; that the mere circumstance of steamers passing through the Gulf would accomplish one of the principal purposes for which the Bombay Marine is now employed, which is in watching against the revival of piracy in the Persian Gulf.

Have you considered the practicability of using both lines at different seasons?—Yes; the Euphrates is available at that time when the Red Sea is most probably not, that is to say, there is abundance of water in the Euphrates during the whole of the south-west monsoon, and if there is any difficulty in the Euphrates at any time of the year, it is in those four months of winter in which the Red Sea is most certainly practicable, at that time of the year in which the Hugh Lindsay has made all her voyages. If you keep a double line, the one in the south west, the other in the north east monsoon, you will have no physical difficulties to contend with in either.

Must not there be a double establishment?—No, the same packet that goes from Malta to Alexandria in one half of the year may go to Scanderoon the other half, and the same vessels that go from Bombay to Bussorah the other half; all that would be wanted would be a river establishment.

Must not there be double establishments?—Yes, an agency but that is of little consequence: there is an agent at Bussorah now, and one at Cairo; the wear and tear of steam-vessels and the fuel are the principal things.

What do you consider would be the most suitable sizes and powers of steam-vessels for the navigation of the Indian seas?—My impression has been in favour of 160 horse power and 600 tons measurement, but I now think the power too small for the tonnage; Messrs. Maudslay approve of that proportion. Mr. M'Gregor Laird thinks 160 horse power should not have more than 500 tons measurement, but both seem to agree that 160 horse power is the smallest which should be employed for such a purpose.

What is the greatest distance that you suppose a steam vessel can run without relay?—I have heard it said that they might go 3,000 miles, but I have never known it done; there are vessels that go 1,600 miles without relays. These go from Dublin to Bourdeaux and back carrying the whole coals for the return voyage; some, not all the steam vessels on that line.

Do you mean using steam throughout?—Yes.

How many hours do you think a vessel of the size you mention could work without requiring fresh coals?—I should think it would carry 400 tons of coals; the daily consumption of coals would be about 16 or 17 tons of Newcastle, and 13 tons of Llangennech.

Has a vessel ever been known to go as long as three weeks working without interruption?—The Hugh Lindsay has been very near that time; the Fire Fly was 16 days to Gibraltar against a strong south-west wind, and that was considered a most extraordinary achievement; she went 1,000 miles against the gale, and accomplished the whole voyage in 16 days.

What are the political circumstances to which you referred as giving a preference to the Euphrates over the Red Sea?—The political circumstances are these: all our interests in our relations with Persia, and the protection of the commerce of Bombay are all in that line, and not in that of the Red Sea; and I think the political interests of this country are more concerned in keeping Russia out of the Persian Gulf than out of the Red Sea, where we have little interest in keeping out any one.

You refer to your efforts against the pirates?—Yes; for which we keep up the expensive establishment of the Bombay Marine; that and surveying are its principal duties.

What are the difficulties to be encountered on the line of the Euphrates not to be met with on the other line?—The principal difficulties are dealing with the Arabs. The Turks would, I apprehend, assist us in the operation; but I think myself the difficulties are greatly over estimated.

In Bengal, have they tried Steam Navigation through the Sunderbunds?—Yes; the Hoogly and Burhampooter steamers have gone through the Sunderbunds to the Ganges instead of going by the Bhagruttee and Jellinghee; they have gone different routes; those two rivers appear to be filling up so rapidly that little use can be made of them, and the Bengal Government is constructing a canal through the Sunderbunds to Culna, which will be of great service.

For what sized vessels?—For all such vessels as now navigate the Ganges.

What is the quickest route from Calcutta to Bombay?—The quickest route is over-land for letters; and when the iron boats are on the Ganges, supposing they answer the purpose expected, I should think that the over-land journey would be made easy and agreeable to passengers; but letters can never be expected to go so expeditiously by river boats as by the common dawk, which takes 12 to 14 days; it has been done in 10 days by express, but very rarely.

Have you considered the question of a small steam flotilla to be established at Bombay for general purposes of mail communication, and defence in time of war?—Yes; I have not long thought about it, it has been proposed and very much canvassed. I believe Sir Pulteney Malcolm particularly has been very strong in his opinion in favour of substituting a steam flotilla for the Bombay Marine. I am not aware of the use of the Bombay Marine, except for the suppression of piracy and for surveying; the expense of the Bombay Marine is about 100,000*l.* a year; one half of that perhaps might be done away in the first instance.

If you united the purpose of defence with that of communication, the expence would be increased of course?—It might; but a portion of the present charge of the Bombay Marine might be made available for the steam service of the Persian Gulf, but certainly not for that of the Red Sea, with which we have no business of any importance.

Commencing at Malta, what is the difference of the length of Steam Navigation to Bombay by the Suez line, or that of the Euphrates, including the inland navigation?—Malta to Alexandria 860 miles, Alexandria to Cairo 140 miles, Cairo to Suez 70 miles, Suez to Bombay 2,990 miles, making 4,060; Malta to Scanderoon 1,110 miles, from Scanderoon to Aleppo, and thence to Bir, 170 miles, the Euphrates 1,100 miles to Bussorah, from Bussorah to Bombay 1,600, making 3,98 .

In both cases they would be subject to the annoyance of the tribes or the inhabitants of the countries through which you pass in both lines?—I am not aware of any annoyance at all in Egypt under the present Government.

Do you think it would be as safe by Scanderoon and the Euphrates, being nearly 1,500 miles, as the sea portion of the journey?—No, not at present, without preliminary arrangements.

Do you think such arrangements could be made that the line could ever be made useful in commerce?—No, I should attach very little importance to the commerce; that is to say to benefitting commerce by Steam Navigation.

If the canal of Suez were opened and there were no risk of interruptions, would you still prefer the line of the Euphrates?—The difficulty of the monsoons would still remain if the canal were opened. The ancient canal appears, by the best idea we can get of it, to have been available only while the Nile was at high water; then the high water of the Nile was higher than the water of the Red Sea, which is of itself thirty feet and a half higher than the water of the Mediterranean; and the water ran out of the Pelusiac branch of the Nile Red Sea by that canal during four or five months of high water.

Can you account for that canal having been stopped when you state there was so great a difference in the levels?—I account for it simply by the sand; it was available only during the high water; it ran only during the high water; and the drifting of the sand would fill up the channel when it was neglected.

Would not the Red Sea have run into the Nile in the low water if there was so great a difference?—No, the high water of the Nile was higher than that of the Red Sea; but it would not run into the canal when the water of the Nile was lower than the Red Sea; the flow then ceased altogether. The depth was not such as to allow the water of the Red Sea to run into the Nile, it was a cut at that depth that the high water of the Nile would run into it but not so deep as the low water of the Nile.

The land and water journey by the two routes appears pretty nearly equal, but would you not have three changes of vessel in the one line and two in the other?—Yes, and I think that would be a great advantage.

Will you explain what you mean by that?—It will be very advantageous in the first place to the vessels, for they want repose as much as animals, though at

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longer intervals. It will be very desirable that they should rest as soon as they can on their voyage, and that another should take up the voyage which can be done with great facility. There will be no difficult to passengers whatever, though there would be to commerce in the change of vessels.

That advantage might be gained by changing the packets at the entrance of the Red Sea?—No doubt it would be an advantage to change them in the same way, if that line would pay its expenses.

It would be advisable because a ship of different construction might be built possibly for the voyage across from the lower part of the Red Sea to Bombay, and for the navigation of the Red Sea itself, considering the draught of water and so on?—No, I do not think that; there is plenty of draught of water as is consistent with her power, but there is plenty of water for the Hugh Lindsay.

What number of feet does she draw?—Eleven or twelve feet I think.

Your view with respect to the advantage of this communication with India is confined to letters and passengers?—Yes.

There would be much more probability of commercial advantage in the line of Suez than the other, would there not?—No: I think the commercial advantage would be rather by the other line; the trade of the Persian Gulf with India is three to one of that of the Red Sea; there was formerly a great deal of commerce in those countries, both in the time of the Assyrian Empire and in that of the Caliphate of Bagdad, and in many intermediate periods.

That was confined to India?—Yes; I should think the advantages of the trade from England might be between England and Egypt,

A steam boat from Malta to Alexandria would furnish greater advantages than one from thence to Scanderoon?—Yes; I think that the advantage on the English side would be in favour of a steam packet on that line.

What diminution of the expense might be effected by the communication on this side of a steam boat from Malta to Alexandria would not that pay better than one to Scanderoon?—Certainly, I should think a great deal better, I have no doubt a steam boat from Malta to Alexandria might almost pay it expenses.

Is the port of Scanderoon well calculated for the reception of vessels?—It is a very good port, but it has been considered unhealthy from the marshes which Ibrahim Pacha is now draining.

What is the shortest period requisite for a communication by letter between Bombay and Calcutta?—The shortest period that can be reckoned on is 12 days; it is said to have been done in 10.

NECESSITY FOR MILITARY REFORM.

The Supplies for the current year, or the national Expenditure independent of the interest on the Debt, is estimated by Lord Althorp at 14,471,000*l.* Of which amount, more than half, or 7,664, 817*l.* is devoted to military purpose.

This sum is at once pronounced enormous, and felt to be something very large, even in the hasty and vague view of it which people take when they speak of millions; but it requires some consideration and calculation to enable us duly to estimate its magnitude. Let us see what could be done with eight millions of pounds sterling if applied to other more useful objects. It would pay the whole amount of the Tithes in Ireland, for the preservation of which a constant scuffle is kept up between the magistracy and the population, and which have perplexed the Legislature for months and years, *eleven times over*. The Church Establishment in England and Wales is by far the richest in the world, and constant and reasonable complaints are made of the vast sum it absorbs; but according to the Report of the Commissioners, just laid before Parliament, the Church only costs *half as much as the Army*. The Poor-rates have reached a sum total which, if we believe Lord Brougham, threatens to bring swift destruction on country gentlemen, and produce greater evils than an agrarian law; but even the expense of maintaining all the poor of England and Wales, last year, was only 6.790,799*l.*,—*a million less than the Army*. The British Navy, the glory and defence of the country, to which we always look in time of need, entails a charge of *full three millions less than the Army*. All the other branches of Government—the maintenance of the King and Court, the Administration of Justice, the Diplomatic Service, the Pensions,—all the numerous items, in short, which come under the head of Miscellaneous Supplies, *cost altogether considerably less than one half the sum devoted to the maintenance of the Army*. Finally, we pay for the Army a sum equal to the weight with which *two hundred and fifty-five millions of the Three per Cents. presses upon the nation*. A refusal to vote the Estimates for the support of the Army in its different branches, would give a relief from taxation equal to sponging off *one quarter of the National Debt*.

Now, in return for this enormous expenditure, has not the country a right to have—at the very least—an establishment not only mighty in strength and perfect in discipline, but orderly, well-behaved, and exemplary in point of moral conduct. Yes. what is the fact? We have the highest authority, that of the Secretary at War himself, for saying, that one-fifth of the men on home stations have been imprisoned for crimes during the last two years. How many more have been punished in other ways for offences, not reckoned among breaches of military discipline, by their own officers during the same period, we cannot say. It is notorious, however, that generally, when it can be compassed, the Colonel of a regiment will withdraw his men from the control of the civil Magistrate, and punish them himself within the barracks. An instance of this occurred the other day at Manchester. A party of drunken soldiers drew their swords and wounded several of the inhabitants in the streets: they were brought before the Borough-reene and Magistrates; but, at the request of their Colonel, discharged upon payment of a fine of twenty shillings. These men are to be tried by a Court-martial—perhaps; for although to fall asleep on guard is an unpardonable offence, to cut and slash a "civillian" or two is not held to be any great matter. This however is the mode in which these things are managed; and therefore we are justified in assuming, that a very large number of offences against the law of the land are not punished by imprisonment in our common goals either before or after trial.

We calcullated last week, that while one in every *five hundred* of the non-military population saw committed for trial, one in every *ten* soldiers was a criminal. But we stated the case very favourably indeed for the Army: we are convinced that, on Mr. Ellice's data, it would be nearer the mark to put down one in every six or seven as guilty of disgraceful offences.

And it is to maintain an army of this character that not far short of eight millions annually, and all the expense of collecting this vast sum, and all the expense of maintaining several thousands of the soldiery in prison—no slight addition to the county-rates, by the way—are annually collected from the over-taxed people of England! If it is said that of this sum of eight millions a large proportion is for half-pay and the non-effective service, we do not see that the case is mended. For, in the first place, the only excuse for half-pay and pensions, is the necessity of inducing men to enter the Army, and providing for them ever afterwards; and then, we have not included in our list of criminals those belonging to the disbanded soldiery. Mr. Ellice said that one-fifth of the Army on home stations—men in actual service, that is, had passed through the goals in two years.

If Englishmen submit much longer to see their money voted away year after year for the support of the existing military system, it will indeed be strange. Valuable public servants ought to be well paid. No men deserve better of their country than well-conducted troops. We are far from wishing to be niggardly towards the Army. But a high price ought to produce a good article; good pay should produce good men. Now, an English soldier costs nine pounds more than a French one, and twice as much as a Prussian annually.* Therefore we have a right to expect that he shall be of the very best description. But, on the contrary, one soldier out of every ten is a thief, or a drunkard, or disorderly at the best. The Church is an instrument of civilization: if the country does not derive all the good it ought from the Establishment, still its influence is beneficial to a certain extent. For the money laid out in maintaining the Poor, the object is gained—the poor are preserved from destitution. Reforms are certainly wanting in various departments of the public service; but still, *exceptis excipiendis*, we get such a return as we require for our money. We pay for a King, and we have one: we pay for upright and learned Judges; and, generally speaking we get such as we want: we have money's worth in our Navy; and we have a right, in return for an extravagant outlay in the Military department, to require the best soldiery in the world—steady, sober, honest, and valiant men; but here we are cheated.

It is too evident that the Army, under the present system of management, is a nursery of vice: it is plain that the country is enormously taxed to promote crime: and the only excuse for our Representatives, in voting as they have done year after year, is their ignorance of the actual condition of the Army. Now that it has been exposed however, it would be transparent wrong as well as folly in them to pass the same Estimates next as they have sanctioned in the present session. The Army must be remodelled; and there is only one way of peaceably doing the work,—which is by a refusal to vote the money for its support. Every regiment should be throughby winnowed. All the goal-inmates should be discharged; and the remainder would form a more effective force than when their numbers were swelled by thieves and drunkards. Of course all this would not be done in a day; and the Field-Marshals and Generals would growl furiously at its being done not all. But once compel a reduction in the numbers of every regiment, giving the commanding officer the power of selecting those he must dismiss, and the disorderlies would be expelled, the real strength of the Army very much augmented, and its cost greatly reduced. Our notions of Military Reform are by no means limited to the mere expulsion of the notorious evil-doers from the ranks. The system of promotion and the kind of punishments should be changed; but we are now merely speaking of what it is in the power of the House of Commons to effect by one decisive vote. There are numerous able and patriotic officers who would gladly aid in the good work, if the present occupants of the Horse Guards should refuse their cooperation. There would be no real ground for alarm on that head, although many would doubtless be alleged by the uniform advocates of abuses in every department.—*Spectator*.

* See Nos. 232 and 281 of the *Spectator*; articles "Military Expenditure of France," and "Comparative Cost of British, French, and Prussian Armies."

AMENDMENT OF THE LAW AS TO WILLS.

The bill lately introduced by the Attorney-General for the amendment of the law with respect to wills, and to executors and administrators, is one of considerable importance, as removing from the laws relating to property many difficulties and anomalies, which, during centuries, have been the constant source of inconvenience and litigation. It is founded on the report of the commissioners for examining into the laws relating to real property. Many of the provisions are purely technical, and would scarcely be understood by lay readers, but there is some acknowledged difficulty or long-suffered absurdity: perhaps no one measure that has been introduced within the last twenty years at once sweeps away such a quantity of pernicious or at best useless legislation.

The first provision is, that a man may dispose of by his will all property, or right to property, whatsoever, which he may be possessed of at the time of his death. By the law as it now stands, all real estates acquired after the date of the will although the testator may even have contemplated its disposal, could not pass. Numerous rights and claims to estates, and some contingent interests, could not be devised, however much the testator might wish or intend so to dispose of them. All the questions as to the difficulties about customary freehold and copyhold estates are at once removed.

The next important provision is the establishment of the uniform mode of execution of all wills whatever. As the law stands, a scrap of paper written by the testator, unauthenticated even by his signature, or by a witness, may dispose of a million of personal property, whereas to dispose of the smallest particle of an acre of freehold land, the attestation (accompanied by some useless form) of three witnesses is requisite. Though the benefit of one uniform mode of execution is of great value yet the advantage to be derived from making it necessary that every will should be both signed by the testator and attested by two witnesses is of still greater importance. It cuts away all litigation, doubts, and difficulties. Scarcely a week passes but the most careless reader of a newspaper sees a case reported at Doctors' Commons to determine whether or not some imperfect scrap of paper is or is not to be taken as a will. The real and main object of all law is certainty—no one can, however slightly, consider the existing state of the law, as to testamentary disputes, without observing how far the present law was from attaining that important end.

All difficulties as to legatees and creditors being attesting witness, and the credibility of witness, are removed, and the law rendered clear and certain.

The law respecting the revocation of testamentary depositions is now placed upon an intelligible footing; the far-fetched distinctions and their attendant train of quibbles, of sophisms which have embarrassed and encumbered the different courts respecting the value and import of certain words often used on these occasions are now happily demolished. It is almst inconceivable that they should have so long protracted their useless existence. The casuistry of the middle ages was confined to the schools of the learned, and was, therefore, comparatively harmless; but in these enlightened days casuistry has been introduced by the lawyers into the ordinary walks of life, and into the concerns of all classes of society. We state, on the authority of a counsel in considerable practice, that, as the law now stands, if a man devises his farm or his house to A. B., and omits to add the words "and his heirs," or "for ever," only a life estate passes, although in in 99 cases out of 100, as is always admited by the courts, his intention was to pass the whole interest to A. B., and his ignorance of the law alone prevented his doing so.

In addition to the provisions before stated, there are many others of much importance with respect to the office of executors; removing many of the most obvious difficulties in the law relating to them, and very materially reducing the frivolous objections which arise on the making out titles to property.

That an entire new code can be framed with advantage in an old country like ours, and where the boundaries between legislation and jurisprudence remain still so undefined, as they do even in the present day, is at least doubtful; and, perhaps, from the experience of what has been attempted elsewhere, it may be inferred that the result would be prejudicial; but no one, however prejudiced he may be against innovation, or in favour of what are termed our old institutions, can shut his eyes to the difficulties which spring from the imperfect state of the law, and more especially of that part which relates to property, and, we think, none can be found who will not see the benefit of gradually removing these difficulties, and simplifying that which is complex or obscure, and more especially when the remedy is applied systematically, as in the present case, and on the recommendation of those, whose skill and professional attainments assure us that there is no chance, as has sometimes happened, of its turning out worse than the disease.—*Atlas*, *July* 20.

DON CARLOS "AT HOME.—In a farce, we believe "Paul and Virginia," there is a song which begins thus—

"Don Antonio's come from Spain,
And in a devil of a hurry is going back again."

If we read Don Carlos for Don Antonio the words are extremely applicable to an event which has recently occurred. Don Carlos, the King of Spain, (according to the ancient laws of that country,) arrived, as we last month mentioned, at Portsmouth, with his consort, family, and a numerous suite.

Quietly established at Glouce ter Lodge, the royal family unostentatiously moved about, and Don Carlos went to the Opera, and the Tower. and the Tunnel, and all the rest of the sights of our London, till one fine day it suddenly burst upon Cupid and Co. that Don Carlos was at the head of his army in Spain issuing proclamations, announcing amnesties, and offering promotions. This turned out to be fact, to the utter astonishment of our Cabinet, and of all those who believed that the courage and resolution of Don Carlos were but negative virtues, and that the indolence characteristic of the noble nation to which he belongs would have prevented any active measure for the recovery of his rights; but most surprising of all is it, that no less than thirty-five persons were necessarily entrusted with the secret of his intended movements, and yet not one syllable of the scheme transpired.

On the first of July his Majesty left Brompton at twelve o'clock at night in a hack chaise and pair—a yellow and two, the very counterpart of that in which Brougham went hunting Denman one Sunday morning. He proceeded to Brighton, and there embarked for Dieppe. The history of his having gone down Channel in Mr. Weld's yacht is false. From Dieppe his Majesty travelled to Paris, where he dined, walked about the streets, and slept; thence he went to Bourdeaux, where he remained twenty hours, and thence to Spain. On the 12th he issued his proclamation to the army.

But there is a story which must be told. It happened that an officer of our Artillery was charged with a message to Don Carlos (he having arrived from Spain); this message having been entrusted to him, because he was personally known to the King. This went to Gloucester Lodge, somewhere about the 10th of Ju[illegible] some of the members of the [illegible] plaining his object he was tol[illegible] was ill in bed, and suffering from [illegible] tracted in consequence of change o[illegible] that there could be no doubt that [illegible] would grant him an audience.

In a short time the officer was ushered in[illegible] royal appartment, darkened as in invalid [illegible] are, and was received by the King, who gracio[illegible] extended his hand for the bombardier to kiss. [illegible] bombardier then had the honour of making his communication, kissed hands again, knelt upon his right knee,—according to Sir Hebert Taylor's orders,—bowed, and retired. He went to his club, delighted with the reception he had met with, expecting the order of Charles the Third, or some such dingledangle, as a mark of the royal favour, and in fact *entété* with the events of the day.

At that moment Don Carlos was at Elisendo with his troops. It having been quite necessary to hoax the bombardier, by slipping one of the staff into the King's bed, so as to impress upon his mind as a stranger that his Majesty was still sung at Gloucester Lodge. The juvenile Whig, Lord Palmerston, heard of this, and hugged himself: even Talleyrand was beaten; and nobody made anything by the fact, although Rothschild and Edward Ellice were on the *qui vive*.

It is stated that the three great northern powers intend to recognize Don Carlos the moment he is in a position to claim their support. If so—as we conclude France will not, and England is bound to France by the glorious quadrupartite treaty—there will consequently be a war—*nous verrons*.

A GENIUS FOR THE "BAR."—Cornelius Foley, a little ragged boy, about twelve years of ago, with a physiognomy indicative of that species of shrewdness which living by wits generally produces, was brought into the office by a policeman, he having just been detected in the act of illegally appropriating the pocket-handkerchief of Dr. Chambers's footman. The prosecutor said he was passing down Compton street, about half an bour previously, when a lady came and informed him, that the prisoner had just picked his pocket of his handkerchief, and was walking away with it. Prosecutor looked at the boy, and perceiving that he had his pocket-handkerchief in his hand, he ran towards him, but the boy apparently "wide awake" to the situation of matters, tried the swiftness of his heels, and made play for some time. Finding, however, that the prosecutor gained fast upon him, he endeaoured to throw the handkerchief into a public-house, but he failed, and the handkerchief dropped on the pavement. Prosecutor did not stop to rep[illegible] himself of it, but seized the boy, and gave him int[illegible] the custody of a policeman. The handkerchief was restored to him by a person who picked it up. On searching the prisoner, another handkerchief was found on him, which, from its quality and strong perfume, must have been very recenty abstracted from the pocket of some unconscious "exquisite." The prisoner, when put to the bar, appeared to be overwhelmed in noisy grief, blubbering with great emphasis, and scrubbing his eyes and nose with his cap, in order to a proper redness. The Magistrate, Mr. Dyer, asked him, what he had to say to the charge? and, in a voice, interrupted by deep sobs, he said—"Vy, I've got this here to advance, that I'm a deal innocenter an a bobby vots unborn; I vos a voking down Cumptin-street, wen a boy, as I never seed afore, comes up to me, and chucks that ere handchecuff right bang into my pocket, and afore I could ax him vot it all meant, he bolts avay, and never said nothink. Vile I vos a looking at the handchecuff, I seed that ere good gentleman a running, and being werry hinnocent and werry frightened, I cuts away to look arter the boy, but afore I could find him, this here good gentleman catches hold on me, & calls a pleseman." Mr. Dyer: Where did you get the other handkerchief found upon you?—Vy that ere hanchecuff vos given me by my sister Sal, vots gone to Wan Demons Land (sobbing). I hopes your Vorship vill let me go this here once.—Mr. Dyer: How do you get your living?—I gets a werry honest livelywood by basket-making. I'm the only support of my poor blind mother, and my father wots got a wooden leg, and seven helpless babbies. They all lives in Short's gardens, and depends on me for the bit of wittles they gets.—The prisoner finding, maugre his pathetic appeals, that the clerk was taking the evidence, and being apparently quite versed in the effect of such a proceeding, suddenly dropped his blubbering, and assuming an attitude and voice that could have been acquired only through Old Bailey experience, called out, "I say, I vants to speak a vord afore the beaks fully commits me."—Mr. Dyer: Well, I'm ready to hear you.—Boy: Vot am I a going to be committed for, I ax you? There aint no charge agin me vich makes me legally liable to be convicted by a Jury. The lady aint here as said she seed me pick up the gentleman's vipe.—Mr. Dyer: Here evidence is not necessary.—Boy: But on a pint of sich importance ven a man's carecter's at stake, its the duty of every lady to show her face. Then there's an other link vonting; the gentleman as pick'd up the handchecuff hasn't come forward—so vot is the wally of the evidence? No body seed me prig the handchecuff, so that takes off the felony; nobody is here vot picked it up—that takes off the misdemenner; and there aint nuffin left for a Jury to convict on, or else a man's habus corpus aint of no use, that's all.—Mr. Dyer: How many times have you been tried?—Me tried! Not vonce. Vy I gets my living werry honestly by basket-making.—The young basket-maker was commited on the first charge, and ordered to be brought up in a week, in case an owner for the second handkerchief should come forward.

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